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The Hongkong Telegraph.

(ESTABLISHED 1881)

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SHERWIN-WILLIAMS
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ANDERSEN MEYER & CO. LTD.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

THE MANILA CARNIVAL FIRE.

SIXTEEN PEOPLE INJURED; ONE FILIPINO KILLED.

TWO MILLION PESOS DAMAGE.

Manila, February 6.

The entire Exposition except two buildings has been destroyed by fire.

No lives have been lost and the Carnival continues, following the programme as outlined.

Sixteen people were injured, some of whom may die.

It is estimated that the damage will amount to two millions (pesos).

The cause of the fire was accidental; it is believed to have been due to defective electric wiring.

American soldiers prevented a panic.

All the aviation exhibits were saved.

The Government's loss is over one million. The buildings were covered by insurance.

FURTHER NEWS RECEIVED LOCALLY.

Enquiries which we made this morning in local quarters dispel the impression that the fire was attended with the serious loss of life which was freely rumoured yesterday. A telegram received at the local office of the Standard Oil Company contained the announcement that Mr. W. B. Walker, the Manager of the Agency, and Mrs. Walker, who have gone to Manila to participate in the Carnival, are safe. The other details of the communication, which confirm our own correspondent's wire, state that a number of persons were injured, six seriously, and that there was only one death, that of a Filipino.

The *Daily Press* this morning stated that the Carnival had been abandoned and that news had been received in the Colony "that the deaths were more than 2,000 in number." Our correspondent's wire as well as the cable received by the Standard Oil Co., show that these statements are inaccurate and that, happily, the casualties are very few. This definite information, received direct from Manila, has greatly relieved the anxiety at first felt here regarding the extent and seriousness of the catastrophe. So far as we can ascertain, of the many Hongkong residents who went over to witness the Carnival, none are among the injured.

Another cable received in the Colony states that there were sixteen people injured, including two American soldiers, and that one Filipino was killed. The wire also contains the information that the fire was caused by defective wiring in a booth in which were displayed Provincial exhibits and that all the Provincial exhibits were destroyed but some of the commercial exhibits were saved.

EARLIER TELEGRAMS.

ARMY COUNCIL'S PRAISE OF LORD HAIG.

London, Feb. 2.

In an Army Order recording the abolition of General Headquarters in Great Britain the Army Council expresses its highest appreciation of the services Earl Haig rendered the Empire. "Never in the history of the British Empire has one officer been charged with so momentous responsibility and no other British Commander, excepting Wellington, has brought to a victorious conclusion a campaign on the issue of which hung the very existence of the State." The Order emphasises that Earl Haig remains on the active list and expresses the hope that he may have a further long and successful career of public usefulness.

WAR HONOURS.

London, Feb. 5.

The official statement of war honours shows the total conferred on British forces to be 2,17,579; Indian forces, 6,589, making a total of 2,24,168. Of this total there are 579 Victoria Crosses, two with bars; 5,601 Distinguished Service Orders 784 with bars. A comparison is attached showing 3,714 honours awarded in the Boer War when the troops in the field were 415,435 against approximately 6,699,000 in the late war.

THE AMERICAN NAVY.

Washington, Feb. 1.

Admiral Taylor, head of the Construction Bureau of the Navy Department formed by the House Naval Committee, says that 940 ships, including sixteen Dreadnoughts, thirteen pre Dreadnoughts, eight armoured cruisers, seventeen light cruisers will be the peace time strength of the Navy after July 1, constituting a tonnage one and a half times that when the United States entered the war.

AMERICAN TRADE EXPANSION.

Washington, Jan. 31.

Mr. Munson, head of the Munson Line, in the course of examination by the Senate Commerce Committee, said that American trade was likely to develop in the direction of the Orient and the Munson Line was considering the expansion of its activities there.

TRAIN ACCIDENT.

Washington, Jan. 31.

At Burlington, Vermont, a sleeping car of the Montreal express was derailed and fell down an embankment into Lake Champlain which was covered with ice. Twenty were injured but none killed.

STOP PRESS TELEGRAMS.

NATIONALISATION OF MINES.

AN IMPORTANT CONFERENCE.

London, February 5.

The demand for the nationalisation of mines was discussed to-night between Mr. Lloyd George and the Parliamentary Committee of the Trades Union Congress and the Executive of the Miners' Federation.

It will be remembered that the Trades Union Congress at Glasgow passed a resolution "that in the event of the Government still refusing to put in force the principle of nationalisation, a special Congress be convened to decide the form of action to be taken to compel the Government to accept the principle." The discussion lasted an hour and a half. The proceedings were private, but it is stated that Mr. Lloyd George indicated that the views of himself and the Government on the subject were unchanged, but that in the scheme of coal control which was being prepared there was the possibility of a reconsideration of certain points.

AMERICA AND THE TREATY.

REPUBLICANS' LATEST MOVE.

Washington, February 2.

The Republican leaders have decided to unite with the Democrats in a movement to bring the Peace Treaty back before an open session of the Senate.

Senator Lodge has given notice of a resolution to be moved on the 9th inst. in favour of suspending the rules in order to proceed with consideration of the Treaty.

AMERICA'S FOREIGN TRADE.

Washington, February 2.

The trade balance of the United States against Europe last year was \$4,435,000,000, the exports to Europe being \$5,186,000,000, including Great Britain \$2,279,000,000 and France \$893,000,000. The imports from Europe were \$751,000,000, including \$309,000,000 from Britain.

EXCHANGE PROBLEMS.

London, Feb. 4.

The "Evening Standard" says that as a result of the finance conference an international conference will be recommended, probably to be held in London or Paris if more convenient. It is understood the Treasury has decided to reduce the paper money circulation by £50,000,000 and further decreases will be made. Bankers have decided to keep a tight hold on advances until credit is improved by increased production and economy.

During the full discussions which were of an exploratory character attempts at a solution of the exchange crisis by legislation were deprecated and the possibilities of controlling imports by licences suggested. Sir Vassar Smith, Chairman of Lloyds Bank, who was present at the conference, in a speech at the annual meeting of the Bank yesterday said that unless remedies were promptly applied it was feared that a gradual and persistent spreading of bankruptcy and anarchy must ensue. It is anticipated the Cabinet will come to a decision quickly but the question will be raised at the meeting of Parliament on Tuesday's debate on the Address. Meanwhile the effects upon the cotton industry illustrate the likelihood of all sections of the community suffering most severely. Yesterday's dollar quotations brought the cotton import business at Liverpool to a complete standstill and importers have begun to re-ship cotton to America. The matter is most serious for the operatives because the present stocks, without fresh imports, will be exhausted in ten weeks although there are considerable quantities at sea.

INDIAN CURRENCY.

London, Feb. 4.

The first report of the Indian Exchange and Currency Committee, of which Sir Henry Babington Smith is chairman, states that the rise in the rupee exchange has been of advantage to India generally and Indian trade was not likely to be permanently injured from fixing exchange at a high level. The Committee recommend, inter alia, that the present rupee be unchanged in weight and fineness; the rupee be placed on a gold basis instead of gold and sterling which is identical with pre-war conditions; the parity be ten rupees to the sovereign; import and export of gold to and from India be freed from government control when the statutory ratio is effected; as early as convenient the removal, on the import of silver, but the temporary retention of the prohibition of export.

The Indian Currency Committee consider that if the price of silver exceeds the aforementioned gold parity beyond a brief period the situation should be met by all available means rather than impairing the convertibility of the note issue for which maintenance is regarded as essential. The Government should even be prepared to buy silver for rupee coinage at a loss. The Secretary of State for India has decided to adopt the aforementioned gold parity recommendation but, after reviewing the abnormal existing conditions, he has decided to retain temporarily the issue of licenses in respect of the importation of gold, and, during the transitional period, the sovereign will remain legal tender at the present ratio of fifteen rupees.

AMERICAN HELP FOR DISTRESSED NATIONS.

Washington, Jan. 31.

The Ways and Means Committee of the House of Representatives has agreed to recommend the authorisation of new loans amounting to fifty million dollars to Poland, Austria and Armenia for food relief.

TRAINING TIMES.

THIS MORNING'S GALLOPS.

The attendance at Happy Valley this morning was so large that it seemed something similar to Gymkhana day. Conditions were good. The grass track was closed and all the work took place on the inside course.

As will be seen below, there were interesting gallops. The majority of Sir Paul's stable was out, but only for "quarters" prior to more serious work to-morrow morning. There were a number of other ponies out for short bursts only, and there should be some interesting work to-morrow. The following times were recorded:

Malcolm—36.1/5; 1.11.1/5; 1.43. Gentle Cat—34; 1.11; 1.46; 2.17.3/5. Allied King—35; 1.05.4/5. Pile Driver—41.2/5; 1.19.2/5; 1.57.1/5; 2.30; 3.00. Charles—35; 1.08; 1.40. Ludlow—34; 1.08.3/5; 1.41.3/5. Gordie Mac—41.1/5; 1.17.3/5; 1.53; 2.25. Cigarbox and Scotchbox—35; 1.10; 1.46; 2.19. Colinton—34; 1.09; 1.44; 2.15.2/5. Black Prince—36; 1.11.3/5; 1.45.3/5. Alaska Chief—35.3/5; 1.10.2/5; 1.43.1/5. Red Roba—40; 1.19; 1.53.2/5; 2.24. Bysa—37; 1.15; 1.50; 2.24. Moonshine—38; 1.14; 1.49.2/5; 2.23.2/5. Cannon and Kipper—35; 1.09; 1.5; 1.43. Plain John—34; 1.09; 1.33; 2.14. Algerian Chief—38; 1.13; 1.44; 2.5. Mighty King—33; 1.03. Dunford—40; 1.17; 1.52; 2.24. Lovejoy—38; 1.13; 1.51; 2.26; 3.00. Attraction Dahlia—36; 1.09; 1.46; 2.20.2/5; 2.53.2/5. Target and Sandmartin—35; 1.11; 1.46; 2.17.3/5. Runaway Light—33; 1.10; 1.45.3/5; 2.18.1/5. Cornet—37; 1.14; 1.47.3/5. Sandy—33; 1.04. Trelawny—36.2/5; 1.13; 1.50; 2.5; 2.25. Cadzow's Glen—35.2/5; 1.09; 1.43. Cadzow's Tarn—35.2/5; 1.09; 1.44.2/5.

BEGGARS FINED.

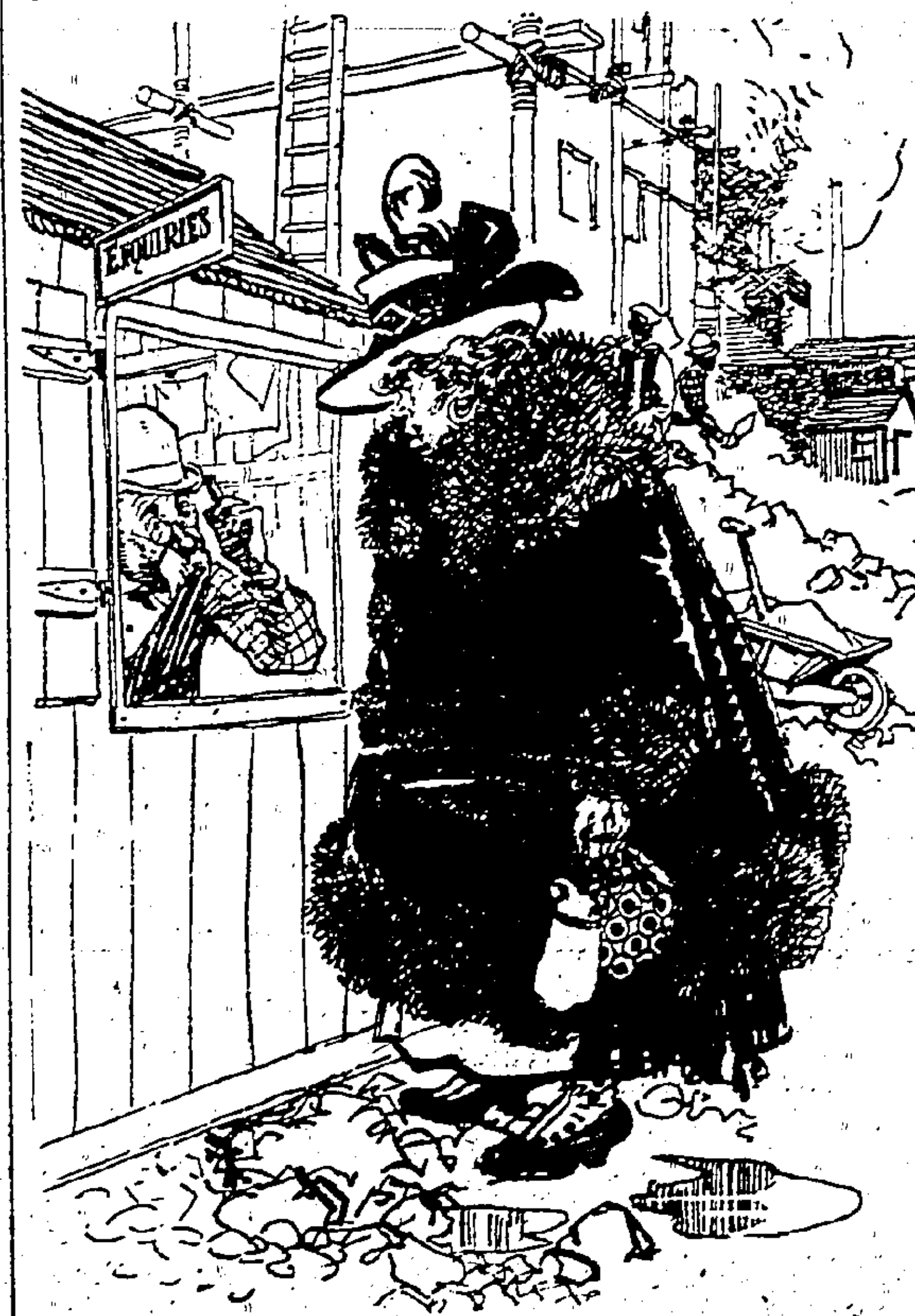
The near approach of the Chinese New Year brings a large number of mendicants in the Colony. One husky youth who looks as if he is at least 21 years of age, but who gave out that he was only 13, was doing a roaring trade in Jubilee Street yesterday, when he was dropped on by the Police Officer whose special duty it is to keep a watch for this class of Chinese.

Evidence was given at the Police Court to-day, when a sheet of paper was produced, on which the youth had caused to be inscribed, in Chinese characters, the woeful tale of his being kidnapped by wicked persons, and which he had spread out on the ground in Jubilee Street for the purpose of loosening the purse-strings of his numerous sympathisers.

After hearing the evidence of the Police Officer in question, who also mentioned the inducements which the Colony offers to mendicants during the New Year holidays, Mr. N. L. Smith sentenced the youth to a fine.

Other mendicants of the same stalwart appearance as that of the youth were also brought up and fined.

Sunspot—36; 1.12; 1.45; 2.16.2/5. Nutford—40.3/5; 1.19.2/5; 1.56; 1/5; 2.32. Eclipse Dahlia—35.1/5; 1.11; 1.45.1/5; 2.18.1/5. Hawkes and Snuffbox—37; 1.13.2/5; 1.48.2/5. Slam and High Tide—36; 1.12; 1.48; 2.19. Clansman—38; 1.17; 1.52.3/5; 2.25.2/5. Scotia Dahlia—36; 1.12; 1.47; 2.22. Brutus—39; 1.12.2/5; 1.45; 1.43. Primrose Dahlia—35.4/5; 1.11; 1.43. Orion—35.3/5; 1.10; 1.43.2/5. Consternation—40; 1.18; 1.55; 3.5; 2.30. Wee Mouse (joined by Excelsior for last half mile)—34; 1.07.3/5; 1.40.4/5. Bayford—36; 1.13.3/5; 1.48; 2.21.2/5.



From "The Passing Show".

The Watchman (impressed by the fur coat):—"You want the foreman bricklayer, Madam? Certainly, Madam. I'll tell 'im at once as a lady wants to see 'im, Madam."

The Lady:—"Not so much o' yer madam. Tell 'im 'is old woman's brought 'is dinner for 'im."

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 5s.10 1/4d.

ELLIS KADOORIE HONAM COLLEGE.

PRIZE DISTRIBUTION.

The prize distribution of the above College, which took place on Friday the 6th inst., was presided over by British Consul-General, Mr. J. W. Jamieson, C.M.G., LL.D.

Before giving out the prizes, the Consul-General made a short speech, in which he advised the students to continue their studies after leaving school. He had noticed that a considerable number of Chinese boys were lacking in perseverance. He advised all students to acquire the habit of perseverance. Referring to the trouble that had taken place in the Canton schools, the Consul-General advised the students not to neglect their studies for outside affairs. The better educated they were, the better fitted they would be to help their country. They were too young and inexperienced to interfere in matters which concerned the government of the country and which could be competently dealt with only by experienced Government officials. If they saw a man weaving cloth, they would not presume to tell him how he should weave it. They should not therefore interfere in matters of which they had little or no knowledge. He hoped that they would have a pleasant holiday and he wished them all a very happy New Year.

Mr. Duncan Campbell, the headmaster, briefly thanked the Consul on behalf of the Society, the local committee, the staff and the students for his kindness in coming to distribute the prizes and for the good advice he had given the students. He hoped now that the Consul knew where the school was, that he would find time to visit the school occasionally next year and see the students at work. He also thanked the Hon. Mr. Lau Chup-pak, Messrs. Ho Kom-tong, Ho Fook, Chau Tung-shang, and the executors of the late Mr. Chan Kai-ming for their scholarships and Messrs. Lo Chung-kut, Pun Pui-yu, Chow Hin-sang, Fung Pak-yuet, Pun Sheung-shan, and Wong Mei-han for their subscriptions to the Prize Fund. He also thanked Mr. Ng Chung-ming, one of the masters, for giving a special prize for drawing. He announced that the school would re-open on Monday, March 8.

THEFT FROM KINGSCLERE.

WATCH AND JEWELLERY STOLEN.

Mr. Haskett, of the P.W.D., who is a resident of the Kingsclere Hotel, to-day at the Police Court, before Mr. N. L. Smith, charged a Chinese "boy" of the Hotel with the larceny of a gold wristlet watch, three gold bangles and one gold locket which were stolen from a drawer.

After ferreting out the jewellery which was kept in Mr. Haskett's room in the Hotel, the "boy" took immediate steps to dispose of his booty at a pawnshop. The pawnbroker, however, was not "taken in" by the obvious anxiety of the "boy" to pawn the jewellery. He arrested and brought him to the Police Station, where enquiries were started which resulted in the identification of the jewellery.

The "boy" pleaded guilty to the crime at the Police Court. He was sentenced to six weeks' hard labour.

The corner stone of the new building at Shamen of the Hongkong and Shanghai Banking Corporation, Canton Branch, was laid yesterday at noon by Mrs. N. J. Stabb, wife of the chief manager of this institution at Hongkong.

NOTICES.

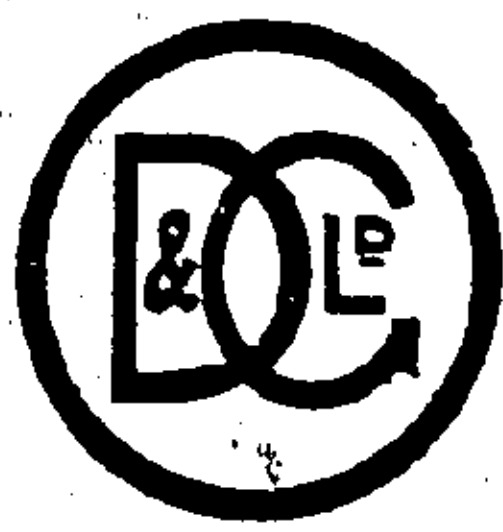
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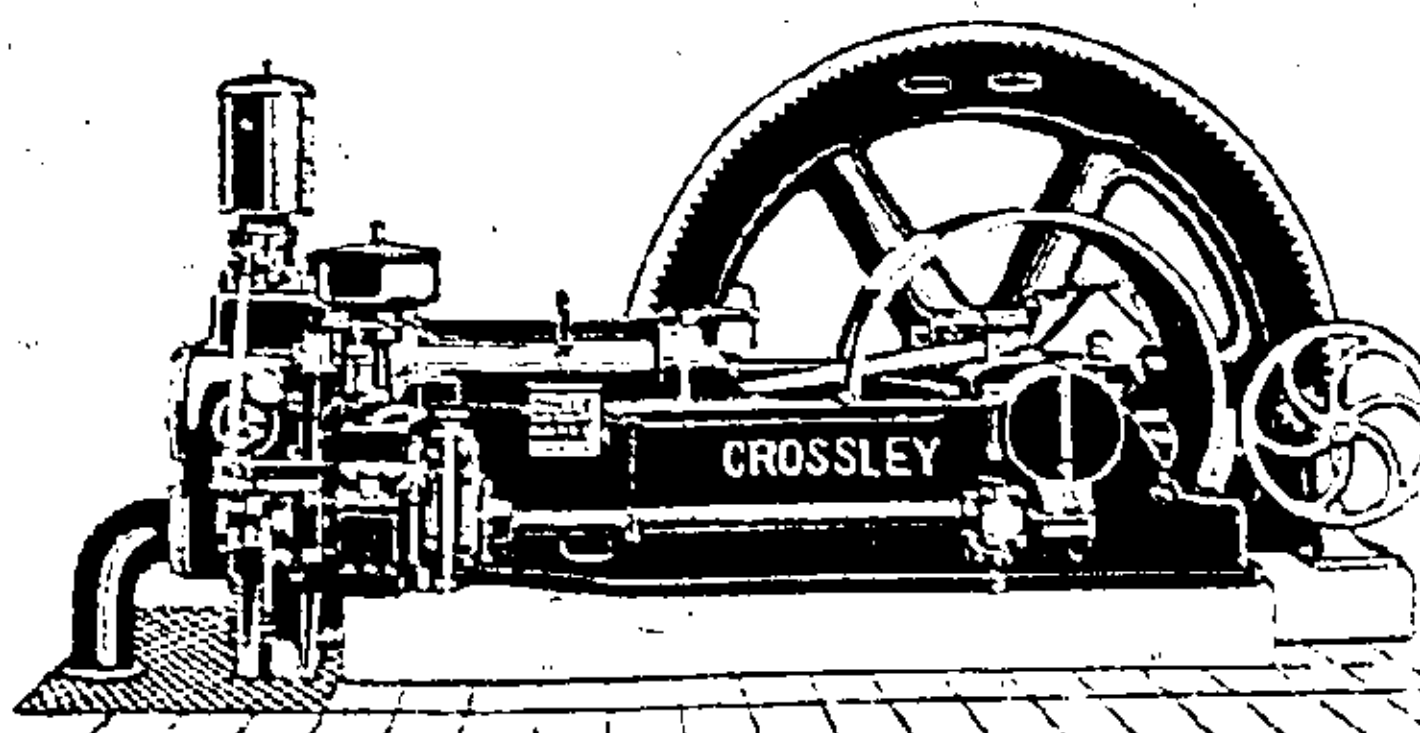
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CABLE COMPANY.

EASTERN EXTENSION'S
MEETING.The eighty-fifth ordinary
general meeting of the Eastern
Extension, Australasia, and China
Telegraph Company (Limited)
was held recently at Electra
House, Finsbury-pavement, Sir
John Denison-Pender, K.C.M.G.,
the chairman, presiding.The General Manager and
Secretary (Mr. F. E. Hesse)
having read the notice convening
the meeting and the auditors'
certificate.
The Chairman said:—Before
dealing with the report and ac-
counts, I must refer to the loss
we have sustained by the death
of our esteemed colleague, Mr.
Francis Augustus Bevan, who
had been director of the company
ever since its formation in 1873.
His information and advice upon
financial questions was always
most valuable, and we have lost
an able and valued colleague.
In presenting the report and
accounts, which, I presume
you will, as usual, take
as read, your directors have once
more, to express their regret
that, for the same reasons, that
prevailed in 1917 and last year,
they were unable to hold the
annual general meeting, as
formerly, in the month of May.
I hope, however, that it will be
found possible to hold our next
meeting at a date nearer that
which was customary in pre-
vious years. The enforced delay in
holding the meeting did not, how-
ever, prevent the distribution
amongst the shareholders, at the
usual time, of the final dividend
and bonus for the year 1918, as
the board considered, from the
estimated figures then before
them, that they would be justified
in paying 6 per cent. and the
usual bonus of 2 per cent., both
free of income-tax, without wait-
ing for the shareholders' approval
and the audited accounts now
before you show that their views
were correct.Turning to the printed accounts,
which, I think, you will agree are
very satisfactory, it will be seen
that the gross receipts for the
year 1918 amounted in round
numbers, to £2,070,000, against
£1,508,000 for 1917, showing an
increase of £562,000, due to the
enormous increase of traffic all
over the company's system dur-
ing the past year. The workingA simple yet highly
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OIL ENGINESare the solution of the problem of design-
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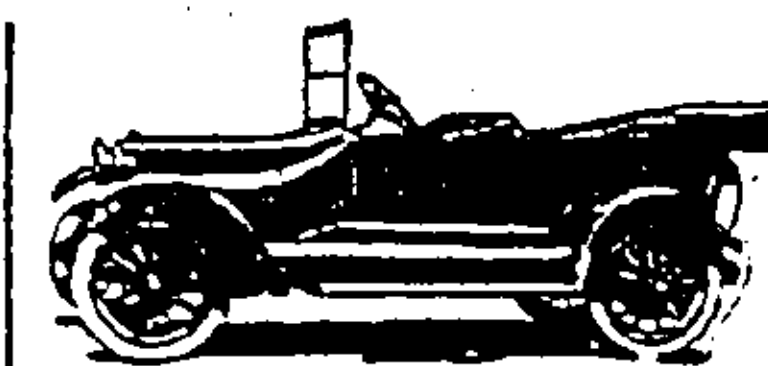
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ledge in these matters and ex-
perience of many years in the
East will be found of material
assistance to the board of this
company. I now beg to move:
"That the report and accounts of
the directors now submitted be
received and adopted."
Sir Albert J. Leppoe Cappel, terminated with a hearty vote of
K.C.I.E., seconded the resolution, thanks to the chairman and
which was unanimously adopted, directors and to the general
On the motion of the Chairman, manager, secretary and staff at
seconded by the Right Hon. Lord Home and abroad.

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& 310**WANTED.****WANTED.**—At once, Competent Chinese Bookkeeper, must understand English. Apply stating experience to Percy Smith, Seth & Fleming, 5 Queen's Road, Central.**LOST.****LOST.**—Blue Serge waist without sleeves, trimmed with Jet. Return to Hongkong Hotel. Reward \$10.00 Room 260.**TO BE LET.****TO LET.**—Burnbank, Shaokwan Road, \$70.00 per month. Apply C. E. Warren & Co., Ltd.**TO LET.**—A Godown at Yau-mai. Apply The Hongkong Land Reclamation Co., Ltd.**THE FIRST TWO YEARS.****MR. ASQUITH ON THE WAR STORY.**

Speaking at the Manchester Reform Club recently, Mr. Asquith replied to the questions which the Premier, in his recent speech, invited him to answer.

Referring to the Premier's appeal to Liberals to enter upon a campaign, aggressive and defensive, against that horde of Bolsheviks, the anarchist enemies of society whom he thought he saw advancing in serried ranks against the bulwarks of civilisation, Mr. Asquith exclaimed:—“We are asked to join a Coalition as it would seem on a class basis—(cheers)—and to give up, at any rate for the time being, the idea of reconstructing a definite and independent Liberal party.”

“It is time the truth should be told,” continued Mr. Asquith, “My assertion is this: that never in the whole course of the war was the Allied cause conducted with more energy and effect than in 1916: that no party to the Alliance made a greater or as great a contribution as the Government and the people of the Empire; and that in December 1916, the aggressive power of the enemy was decisively broken, and the sure foundations were laid of certain and speedy victory. A more slovenly travesty of quite recent history has never been presented by a responsible statesman. (Loud cheers.)

THE RUSSIAN ARMY. “Take the reference to France and Russia. What a calamity upon France, which for two years afterwards carried on with undiminished energy one of the most magnificent struggles in the history of the war. (Cheers.)

“As to Russia no statement was ever further removed from the truth. The Russians fought magnificently, both for themselves and the Rumanians during the whole of that autumn. In January 1917 Mr. Lloyd George himself said that the Russian Army was better equipped with guns, aeroplanes, and munitions than during the whole period of the war, and the Premier also then asserted that if the Russian Army had fulfilled not only our expectations but those of the Russian generals themselves, by that time the pride of the Prussian military power would have been completely humbled. That is the reason of the collapse as it now appears at the Manchester Reform Club.

“Then at the moment when Mr. Lloyd George says he would have regarded himself as a traitor if he had not broken with his old friends, in the early summer of that year of 1916 the Battle of Jutland was fought, and so held up the German High Fleet in its port that it never emerged again. That was the weapon by which we eventually won the war.”

The broad fact remained that in little more than two years

WANTED.**WANTED.**—Lady travelling to London with three Children ages 4½, 2½ years and 6 months, by s.s. “NAGOYA” on February 9th, from Hongkong, wishes to communicate with lady passenger who would be willing to assist with Children on voyage. Offer 10s. per day. Reply Immediately “Box No. 315, c/o “Hongkong Telegraph.”**FOR SALE.****FOR SALE.**—A Five Roomed Semi detached House known as “Bicton” — Plantation Road No. 127 The Peak, area about 11,000 square feet with Tennis Court area about 43,000 square feet. Apply JOHNSTON, STOKES & MASTER, Solicitors, Prince's Building.**£2,000 PEARLS IN THE GUTTER****ENGLISH LADY'S JEWELS RECOVERED IN PARIS.**

A fortunate person is Mrs. Henderson, of Ashley-gardens, London, widow of the late Justice Gilbert Henderson, of Calcutta.

Mrs. Henderson, who had been staying in Paris with her niece, some weeks ago, while shopping in the centre of Paris, lost a pearl necklace worth £2,000.

She had placed the necklace in a small pocket in her handbag. She opened the latter several times during her shopping tour, and on returning to her hotel discovered that the necklace was missing.

Her first thought was that she had been the victim of a clever pickpocket, and she speedily informed the police and advertised in the Parisian papers, offering a reward of £45 to anyone who restored the necklace.

On the following day she received a visit from a man who refused to give his name but restored the necklace, explaining that he found it lying in the gutter in the Rue de la Paix. Mrs. Henderson remembered that she had, indeed, been in the Rue de la Paix.

The necklace had evidently been crushed by the wheel of a vehicle, for five pearls were missing. The promised reward was paid to the finder by the grateful owner.

between August 1914 and December 1916 we had with the co-operation of our Allies broken the back of the greatest military power in the world.

“CURIOUS QUESTIONS.”

What he was asked, would he have done with his Unionist colleagues had he remained in power? Would he have called upon them to surrender their seats? Would he have tried to excommunicate them? A very curious question; for it ignored the whole basis upon which the Coalition was formed.

It was formed upon the express understanding that none of them were compromising or surrendering in the least degree the principles and convictions they had previously entertained, and that when the national emergency had passed they should revert to complete freedom of political and party activity.

“I would never,” declared Mr. Asquith emphatically, “have joined the Coalition, nor would any Unionist colleagues have ever joined the Coalition upon any other terms.” The election of 1918 was a complete and wanton perversion of the ends for which the Coalition was formed. The Coalition's domestic policy had been a sort of zig zag, a rapid improvisation, of temporary expedients, and Ministerial contradictions and Parliamentary compromise.

NOTICES.**VICTOR RECORDS.****NEW CONSIGNMENT****JUST ARRIVED****MOUTRIE'S.****Shssh!!!**

Our tip for the Derby:

BINOCULARS

by LAZARUS

out of

28, Queen's Road, Central.

TO MAKE A DAILY MEAL.

Buy “ROOSTER BRAND” Macaroni, Vermicelli, Egg-Noodles, Paste Sticks and other kinds of Soup Sticks from us. All our Paste products, made in a new, well-ventilated and modern style factory, are pure, wholesome and of excellent quality.

Obtainable from all our Agents everywhere.

Samples and Price List will be given free of charge on application to our Head Office.

TRADE MARK**THE HING WAH PASTE MANUFACTURING CO., LTD.**

Head Office: Nos. 47 & 48 Connaught Road Central, Hongkong. Tel. No. 2230.

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— NOTICE —

We have just received fresh stocks of Pepsident Tooth Paste, a scientific, new departure in dental preparations. Price greatly lowered by high rate of exchange.

Also CUTEX.

THE COLONIAL DISPENSARY.

Just received from U.S.A. a new shipment of Typewriters—different models—

Inspection cordially invited by

“UNIVERSAL IMPORT & EXPORT CO.”

HOTEL MANSIONS—TOP FLOOR.

HONGKONG.

JAMES STEER.

9, ICE HOUSE STREET.

WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL

INSTRUMENTS REPAIRED UNDER MY

PERSONAL SUPERVISION.

TEL 2877

TEL 2877.

ON THE 'PHONE TO AMERICA.**NEW DEVELOPMENT IN WIRELESS WONDERS.**Ability to talk to friends and business connections in America is now regarded as among the certain developments of wireless telephony in the near future, writes a *Daily Chronicle* representative.

At the same time a great acceleration in the rate at which wireless telegraphic messages can be sent is in contemplation, a speed of between 300 and 400 words a minute being already a possibility under certain conditions.

“The wonders of wireless have been dead, so far as the public is concerned, during the war. Now that peace has returned there is bound to be a tremendous advance in the near future, because both in regard to telegraphy and telephony there are practically no limits to its possibilities,” said a high official of the Marconi Company to the *Daily Chronicle* representative recently.

It is already possible to speak from our station at Clifden, on the west coast of Ireland, to the wireless operators in the United States. Long-distance wireless telephony is actually here, but the difficulties in the way of its commercial development are great. For instance, a person in London who wished to speak to New York would first have to get on the Post Office phone and get himself put through to our station at Clifden, where the sound would be magnified many thousands of times and sent across the Atlantic.

Whether the message would be heard at the other end would depend, of course, on the condition which it reached Clifden.

“You may be interested to know that 200 sets of apparatus, which may be used either for wireless telephony or telegraphy, have just been sent by us to China for the use of the Chinese Government, who I can assure you are fully alive to the possibilities of longdistance telephony. Apparatus will probably be installed shortly in the islands of the Greek Archipelago. Both here and in China, wireless telephony will obviously be of far greater practical use than the old method, which entails the laying down of miles of cables.

“To come back to telegraphy, I may say that we have recently established communication with Sydney. From the new Marconi station at Stavanger they are now sending the best signals yet transmitted across the Atlantic automatically, at the rate of 150 words a minute or so. There is no doubt at all that messages will be going across the Atlantic at 300 or 400 words a minute in a very short time.”

BARRY AND FELTON.**SECOND RACE.**Ernest Barry and Alfred Felton signed articles at the offices of the *Daily Mail* recently to meet in a return for the sculling championship on the Parramatta, Australia. The exact date has not yet been decided, but the race will take place before next September.Barry's recent loss of his championship over the Putney to Mortlake course was, not without some reason, attributed to bad luck in drawing the worse station on a very unfavourable day. This, and his own lack of judgment in the race itself, gave Felton, who is certainly a very powerful sculler, an exceptionally easy victory. Felton, however, showed splendid sportsmanship when he immediately offered Barry an opportunity to reverse the result, if he could, on Australian waters. The only obstacle in the way was the considerable expense involved by Barry by having to travel to Australia. This difficulty has been largely removed by the enterprise of the *Daily Mail*, which has not only offered £500, the amount of Barry's stake money, but has also collected over £800 towards his travelling and training expenses. About £700 is still required for these purposes.

Barry would seem to have a reasonable chance of bringing back the sculling championship to this country, for the Parramatta course is generally supposed to favour neither competitor, and the fact that sound judges have supported Barry in his decision to take part in another race suggests that he has not entirely lost the form that enabled him to beat Richard Armit, the New Zealand sculler, on the Thames after first being beaten on the Zambesi.

NOTICES.**LANE, CRAWFORD & Co.**

FOR THE

RACES

THE LATEST STYLES IN

SMART

MILLINERY

DRESSES — COATS — SHOES

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BY



APPOINTMENT.

WATSON'S**DRY GINGER-ALE.**

FRAGRANT, AROMATIC, DRY.

Its “Dryness” is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.25 Per Dozen.
..... 75 “ ”**A. S. WATSON & CO., LTD.**

AERATED WATER MANUFACTURERS.

TELEPHONE 436.

NEW GOODS**FOR RACE WEEK****SPECIAL DISPLAYS**

IN ALL

DEPARTMENTS**NEW MILLINERY****NEW DRESSES****NEW LACES & RIBBONS****NEW TIES****NEW FELT HATS****NEW SOCKS****NEW BOOTS & SHOES.**

CALL & INSPECT

You are cordially invited to call and walk round and examine the goods we have for Sale. No one pressed to purchase: all goods marked in plain figures.

WHITEAWAY, LAIDLAW & CO., LIMITED.

20, Des Vœux Road, HONGKONG.

Watson's NASALENE

an invaluable prophylactic
against
Colds and Influenza

Price 60 Cents per jar.

Special sprays for nose & throat with
spraying liquid.

A.S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.
TELEPHONE 16.

ACKNOWLEDGMENT.
Mrs. Goggin and family return sincere thanks for all kind
expressions of sympathy in their bereavement, and for the many
beautiful flowers.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 7, 1920.

THE RICE MUDDLE.

We always thought that the Hongkong Government would have an awkward and difficult task before it when it came to give an account of its rice transactions, upon which it was so busily engaged during the summer of last year. The job is apparently too big to be tackled in one effort, so there has been issued a Preliminary Report, which is to be followed by a final statement at a later date. The former we may take as an effort to break the news gently; we shall know the worst when the Final Report is issued. If we had to single out any one statement in the Preliminary Report as having aroused most comment, we should select that which says "the cost to the Colony of the transactions in rice up to the end of the year 1919 will be well over \$2,000,000." How much over, we shall probably be told later on. We have not the space in which to delve into the Report in detailed fashion, and will content ourselves with noticing one or two of the more prominent points which have struck us in reading it over. From the Government standpoint, it is admittedly a cleverly-written Report, the greater part of it being in the nature of an apology in explanation of the admitted difficulties which had to be faced and of the manner in which the Government went about the business. But free as the Government has been with its explanations, and fulsome as it has been in the use of words, it has been unable to cover the fact that the whole business was terribly mismanaged. Again and again we knock up against disclosures showing that the Government "muddled through" by a process of bungling which reflects adversely on everybody concerned.

There are laboured references to the wisdom of the policy of non-interference with exports—a policy which we supported all the way through the troubles and which appears to us to be about the only sane stand taken by the Government in the matter. As to the scheme by which the Government became buyers of rice, the principle was all right, by the foolishness of putting an inexperienced Government official in charge of the general control of the rice position, working hand in hand with rice Chinese merchants, is too obviously foolish to need emphasising. Now we come to the period when the Government had made some purchases of rice, had rented godown space and when, to use the words of the report, "everything was in order to begin sales on the 1st August." What happened then? "Unfortunately at the end of July," so says the report, "typhoon weather prevailed and it was impossible to convey rice across the harbour to Yau-mai. The result was that a portion of the population started looting rice shops and a riot took place outside the Yau-mai Police Station." Later on we read that "in Victoria looting on a rather serious scale took place for about a week." The inference from these quotations is that the typhoon weather was the primary cause of the rice riots. The facts are that the riots first began at Wanchai, on the Hongkong side, on the morning of January 26th, whereas it was not until the afternoon of the next day that the disturbances spread to Yau-mai. Any excuse was preferable to the real explanation—that the Government, which had so far back as the end of 1918 been in communication with the Secretary of State on the rice situation, had been too slow to act to stave off the serious developments that occurred.

For sheer business mismanagement, commend us to the muddle that was perpetrated when the Government eventually came to sell its stocks for export. A contract was made with America to sell 6,500 tons of Saigon round, and 3,500 tons of Saigon long rice, but when it came to be sifted it was found that only 500 tons of long "existed," the result being that the Government had to buy the balance in the open market at a loss of nearly \$140,000. However, the matter is smoothed over in the report by the statement that the 3,000 tons of discarded round rice was subsequently sold "at about the same price as would have been obtained in America." How was it that the Government did not even know what rice of various grades it had in stock when it made the contract with America? Simplicity itself. Originally the Government books showed the different qualities of rice purchased, but as the rice was bought for local consumption (apparently the Government never foresaw the possibility of having to sell its surplus stocks for export) this classification was later found unnecessary. Yet we are told in the report that the lists of rice purchased showed certain quantities of the two grades. Could not these lists have been consulted? It would appear that it is a habit with Governments to sell what they do not possess, for amongst the first purchases which the Hongkong Government decided upon was a consignment of 27,000 tons from the Controller at Singapore, but later this official had to explain that he had offered this amount in error, only 13,750 tons being available, the balance having been sold to the Netherlands Indies! Thus do Governments do business. We are not going further into this sickening muddle now, except to say that we realise the unusual character of the situation. But that does not palliate the ineptitude shown by the Government. The Report speaks of "valuable experience gained," and of "proper precautions" being taken in future. The experience has been dearly purchased. We can only hope that the proper precautions will include an intelligent study of elementary methods in the keeping of stock books.

NOTES & COMMENTS.

THE COLONY'S SHIPPING.

Matters connected with Hongkong shipping are always interesting, because shipping is the very life blood of the Colony. At yesterday's meeting of the Hongkong and Kowloon Wharf and Godown Company interesting reference was made by the Chairman, Sir Paul Chater, C.M.G., to the development of the wharf accommodation of the Colony and there will be general satisfaction felt at the Company's decision to extend their own property in this direction. Seeing that the volume of Pacific shipping is always on the increase it is only reasonable to anticipate that there will be a larger number of big steamers visiting the Colony and the present accommodation will certainly have to be extended if there is to be a reasonably efficient handling of the cargo being transhipped. The wharves at Kowloon are now the Colony's best and they will have to be even better and larger when the Hankow-Canton railway gets going—whenever it does. It has been a much talked of scheme for years and one almost tired of referring to it. But it will come one day and for that day Hongkong has to be prepared. As was remarked yesterday, it is essential that we should be in a better position than Hankow or Shanghai to handle and load cargo on a large scale. The Chairman also made interesting reference to the Committee which has recently been appointed to consider the economic resources of the Colony, saying that the general question of the development of our harbour deserves immediate and careful attention. With that statement no one will quarrel.

THE NEED FOR DEVELOPMENT.

After all is said and done, Hongkong owes its prosperity to its harbour. It is her one valuable asset. All the development of the New Territories possible will never aggregate in value that of the sea-borne traffic that the Colony handles. To take away Hongkong's harbour would be to write all but *finis* to the Colony and to allow that harbour to become of lessened use would be to begin a crippling process. The ships of the future will possibly be of greater length and of deeper draft than those of the present day and so it will come about that the present accommodation will have to give place to better. Even the big ships of to-day get near to touching the bottom in some places and a great deal of dredging could be done with profit. On the Kowloon side there is still a deal of the foreshore that could be utilised for wharfing and its attendant godown accommodation, and the value of this will become inestimable when the through railway is an accomplished fact instead of a talked-of possibility. Looking at the subject in every way there is only room for the conclusion that whatever time and money is spent on Hongkong's harbour will be an investment in the very best interests of the Colony as a whole. The profits that were made out of the shipping control might with advantage be spent at present on such things as housing, education, and the like, but there is something to be said for the contention of shippers that if it is not to be given back to them it should be spent in ways that would benefit shipping. That is a matter for the Government to decide, but meanwhile we should like to support the idea that the Economic Resources Committee could interest itself with the harbour. But as the Chairman of yesterday's meeting is also Chairman of the Committee it might be left at that.

THE WEATHER.

We are having "proper" Chinese New Year weather just now—those dull, heavy, damp days that make one look back with longing to the bright sunny days of a month ago. Residents on the Peak have not a very alluring prospect before them, living, as they will have to, in a perpetual fog. Of a certainty we should all be a great deal better off if *Jupiter Pluvius* became a little more prolific. It has been a remarkably dry winter and not only the Colony's water supply but all vegetation is needing the long delayed rainfall. In matters of delay, too, a few wet days—really wet ones—would do good. Of course, no-one wants rain until the Races are over, many don't want rains over the week-end, and some would like to live in a place where it didn't rain at all. There is always the happy fact

DAY BY DAY.

IT IS A VERY OLD AND A VERY TRUE SAYING THAT FAILURE IS THE ONLY HIGH ROAD TO SUCCESS.—R. L. Stevenson.

Yesterday's health return shows one fatal case of cerebro-spinal fever, the victim being a Chinese.

When charged before Mr. N. L. Smith, the thief was sentenced to three weeks' hard labour.

Messrs. Reiss and Co. have been granted a licence to trade under the Non-Ferrous Metal Industry Ordinance, 1919.

Messrs. Moutrie and Co. have just received a new consignment of gramophone records, including the latest dance music.

The H.K. C. C.'s lawn tennis tournament is to commence on March 15th. There are six competitions, and entries close on February 25th.

Inland Lot 2230, Shauiwan Road, is to be sold by auction at the P. W. D. Offices on the 23rd instant. The lot comprises 1,365 square feet and the upset price is \$1,638.

We are asked to state that Forms of application for enrolment in the Volunteer Force can be obtained at the Volunteer Headquarters, the Hongkong Club, the Phoenix Club, the Peak Club and the Club Lusitano.

From Messrs. Lane, Crawford and Co. we have received a neat leather pocket watch issued by Messrs. Archd. Eadie and Co. Ltd. Tradeston paint and oil works, Glasgow, for whom the former are sole agents here.

Tenders are being invited for a 100-foot road near Kowloon Tong Village between the Railway embankment and Tai Po Road together with all necessary nullah work and the extension of Coronation Road northwards.

Kennedy Road this morning presented an unusual sight, when about a hundred competitors training for the forthcoming Marathon Race were seen running over a portion of the actual course.

For the Marathon Race there will be about twenty cups, as prizes, namely—1. *Hongkong Telegraph* Cup; 2. Peter Dawson Cup; 3. cup presented by the British-American Tobacco Company; 4. cup presented by the Canton Nanyang Brothers Tobacco Company; and 15 or 16 smaller cups presented by various Members of the Boxing Association and the Hongkong Club.

The inquiry held into the circumstances of the fire which destroyed the godown of the Yee Fat Loong Rice Firm, at No. 99 Connaught Road West, was concluded this morning when an order was made by Mr. N. L. Smith who conducted the proceedings, that the premises be released by the Police. In reply to Mr. D. J. Lewis, who looked after the interest of the insurance companies affected by the fire, Mr. Smith said he was not inclined to express any opinion on the evidence.

Some chickens which were kept by Inspector Kent at No. 2 Police Station, and stolen yesterday, were recovered by him later in a happy way. The thief, who was once employed at the station, and therefore was acquainted with the layout of the place, stole the birds from a dog's kennel where they were cooped up, and put them in a basket. On going from the Station he was met by Inspector Kent, who instantly recognised him and asked what the basket contained. Being in the last extremities of a "blue funk" the thief was unable to make reply and Inspector Kent took him in charge. At the Police Station, the Inspector made the discovery that the birds had been stolen from the place and promptly consigned the thief into a cell.

to fall back on that the nature of the weather is not to be humanly controlled, because if it were we should certainly have some weather. We just have to be thankful for what comes, and so it's not much use writing about it. But we have yet to meet the man who never talks about the weather—it is something like Love; the one theme that never grows old.

1895.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending February 16, 1895.)

THE DOLLAR.
Feb. 9th.—The rate of the Dollar, on demand, to-day is 1s. 11-3d.

THE SINO-JAPANESE WAR.
Feb. 12th.—As will be seen by telegrams culled from our Shanghai exchanges and published in another part of this issue, the news of the fall of Wei-hai-wai published in this journal on Friday last is fully confirmed. There is no further news yet about the proposed blockade of Formosa by the Japanese.

THE VOLUNTEER AMBULANCE CORPS.
February 12th.—This afternoon Major-General Digby-Barker inspected the Volunteer Ambulance Corps and in a speech at the distribution of certificates gained by members of the St. John's Ambulance classes, expressed his satisfaction with the high standard of proficiency attained by members of the Corps.

ADMIRAL McCURE IN THE SINO-JAPANESE WAR.
Feb. 12th.—Referring to the somewhat general opinion that "Admiral McCure and 'General' Schnell and other foreigners fighting on the side of the Chinese side have been summarily executed by the Japanese, and that the latter had the right to do so, it is more or less comforting to find that a contemporary has it on "excellent legal authority" that such would not be the case and that foreigners who hold a commission have the usual rights of prisoners of war and are entitled to just the same sort of treatment as would be accorded to native-born Chinese soldiers.

RECORD STEAMERS.
February 13th.—The Douglas steamer *Formosa*, Capt. T. P. Hall, was gaily dressed with bunting on the occasion of completing her two-hundredth trip on the China Coast without the slightest mishap. She has, if we mistake not, also made at least 100 trips to and from Manila, which is a record that has only been beaten by the Company's other ship *Nemora*, Capt. H.C.A. Harris, which was recently dressed to "kill" in celebration of the completion of the China Coast.

HONGKONG SHANGHAI BANK ANNUAL MEETING.
Feb. 16th.—The fifty-fifth ordinary half-years meeting of shareholders of the Hongkong and Shanghai Bank Corporation was held at the City Hall to-day at noon. Mr. C. J. Holliday presided, and there were also present Messrs. J. J. Keswick, J. S. Moses, J. Kramer, R. M. Gray, A. Maconachie, D. R. Sassoon, N. A. Siebs (Directors), C. Peter, K. A. Chinoy, J. R. M. Smith, T. Jackson, S. S. Benjamin, E. R. Bellis, W. S. Gaskell, G. Stewart, J. J. Bell Irving, G. G. Brady, F. Henderon, C. P. Chater, H. N. Mody, J. R. Michael, P. Jordan, Capt. Tillett, A. Coxon, T. Brown, G. C. Cox, George Murray Bain, G. H. Potts, J. D. Humphreys, R. Shewan, E. Georff, G. R. Anton, H. C. Gotta, J. M. Alves, W. H. Gaskell, P. Jordan, etc.

HONGKONG DEFENCE CORPS.

ALLOCATION OF FINANCIAL BALANCE.
A meeting of the Sergeants Mess of the Hongkong Defence Corps was held last night when it was decided that the balance in hand was voted as follows.—\$150 to the Electro-Therapeutic Ward of the Scottish National Hospital, Bellahouston, Glasgow; \$300 to Dr. Barn-rod's Homes; \$150 (and any further balance which may remain after accounts have been adjusted) to the Hongkong Ladies' Benevolent Society.

It is proposed that the late members of the Sergeants' Mess H.K.D.C. should hold a Subscription Smoking Concert in the Volunteer Drill Hall on Saturday, March 6th. All late members of the Mess who wish to subscribe are requested to send their names, together with those of their guests to Staff Sergeant G. W. Avenell, Volunteer Headquarters, who has been appointed Secretary to the Committee.

THE MARATHON.

RESULT OF THE DRAW.

The following is the result of the draw for places at the starting point—

- | 1st Row. | 2nd Row. | 3rd Row. | 4th Row. | 5th Row. | 6th Row. | 7th Row. | 8th Row. | 9th Row. | 10th Row. | 11th Row. | 12th Row. | 13th Row. | 14th Row. | 15th Row. |
|--|---------------------------------------|--|---|--|--|-------------------------------------|--|---|---|--|-------------------------------------|---|---|---|
| 1. Gunner Jumma Khan, H.K. S.B.R.G.A. | 11. Sepoy Karam Singh, 74th Punjabis. | 21. Gunner Mohd Saleh, H.K. S.B.R.G.A. | 31. Pte. Scott, Wilts. | 41. D. A. Hyder, Indian Recn. Club. | 51. Pte. Mayne, Wilts. | 61. Pte. Budd, Wilts. | 71. R. M. Omar, Moxon and Taylor. | 81. Sgt. Smith, Wilts. | 91. Sepoy Munsha Singh, 74th Punjabis. | 101. Boy Coates, Hawkins. | 111. Inspector Old. Sanitary Board. | 121. Gunnet Jahan Khan, H.K. S.B.R.G.A. | 131. A. H. Dubock, L.15. | 141. Lieut. Doddington, Wilts. |
| 2. Pte. Gray, Wilts. | 12. Sepoy Mussaddi, 74th Punjabis. | 22. Sepoy Hyat Mohd, 74th Punjabis. | 32. Pte. Elms, Wilts. | 42. Naick Rattan Singh, 22nd Punjabis. | 52. Gunner Hudson, R.G.A. | 62. L. Stoker Griggs, Hawkins. | 72. Gunner Nadra Singh, H.K. S.B.R.G.A. | 82. Sgt. Gayard, Wilts. | 92. I.C. Realf, Wilts. | 102. O. S. Colgate, Hawkins. | 112. J. Marshall, Loxley and Co. | 122. Sepoy Mahsub Khan, 74th Punjabis. | 132. Pte. Ward, Wilts. | 142. Gunner Thakar Singh, H.K. S.B.R.G.A. |
| 3. L. Stoker Fairry, Hawkins. | 13. Pte. F. Martin, Wilts. | 23. Stoker Hollyhead, Alacrity. | 33. L.C. Houltain, Wilts. | 43. A. B. Bailey, Ambrose. | 53. Pte. Bridwell, Wilts. | 63. L. Stoker Norris, Hawkins. | 73. Pte. Fielding, Wilts. | 83. Sgt. Joti Ram, 74th Punjabis. | 93. A. S. Davis, Alacrity. | 103. Sepoy Feroz Khan, 74th Punjabis. | 113. A. B. Boorman, Hawkins. | 123. Gunner Nizam Din, H.K. S.B.R.G.A. | 133. Pte. Musk, Wilts. | 143. Sepoy Hazara Singh, 22nd Punjabis. |
| 4. Pte. Thomas, Wilts. | 14. Pte. Eastmond, Wilts. | 24. S. P. O. Smith, Carlisle. | 34. Pte. Davey, Wilts. | 44. N. B. Mohamed, Kowloon. | 54. Pte. Woodward, Wilts. | 64. Pte. Armstead, Wilts. | 74. Eleon. Taylor, Carlisle. | 84. Pte. Martin, Wilts. | 94. Stoker Williams, L.15. | 104. Stoker Wilms, Hawkins. | 114. Stoker Jolley, Hawkins. | 124. Havildar Rur Singh, H.K. S.B.R.G.A. | 134. Lieut. Dale, H.K.S.B.R.G.A. | 144. Lieut. Dodginton, Wilts. |
| 5. Leung Yuk Tong, S. China Athletic. | 15. Stoker O'Rourke, Hawkins. | 25. A. B. Northan, Hawkins. | 35. Pte. Skull, Wilts. | 45. A. B. Watson, Hawkins. | 55. Sepoy Arjan Singh, 22nd Punjabis. | 65. Sepoy Ram Singh, 74th Punjabis. | 75. A. B. Frost, L.15. | 85. Gunner Mur Mohd, H.K. S.B.R.G.A. | 95. Pte. Benke, Wilts. | 105. Bugler Amar Singh, 74th Punjabis. | 115. Pte. Hardy, Wilts. | 125. Gunner Karim Bukhsh, H.K. S.B.R.G.A. | 135. B. A. Hyder, Indian Recn. Club. | 145. Lieut. Dodginton, Wilts. |
| 6. Sepoy Shah Baz Khan, 74th Punjabis. | 16. Sgt. Soudamore, Wilts. | 26. A. B. Johnson, Hawkins. | 36. Eric Carr, Jardine Matheson and Co. | 46. Sepoy Battan Singh, 74th Punjabis. | 56. Stoker Barry, L. 15. | 66. L.C. Jackson, Wilts. | 76. Gunner Amar Singh, H.K. S.B.R.G.A. | 86. Gunner Mehar Singh, H.K. S.B.R.G.A. | 96. Pte. Rogers, Wilts. | 106. Stoker Marsh, Hawkins. | 116. W. Neal, Kowloon Docks. | 126. Pte. Rogers, Wilts. | 136. Pte. Tissier, Wilts. | 146. Lieut. Dodginton, Wilts. |
| 7. Pte. Higgins, Wilts. | 17. Sepoy Bhag Singh, 74th Punjabis. | 27. E. R. A. Grace, Carlisle. | 37. Sgt. Platt, Wilts. | 47. Sepoy Teja Singh, 22nd Punjabis. | 57. Captain Bourdillon, 22nd Punjabis. | 67. Sgt. Grace, Wilts. | 77. M. Fukuichi, Mitsui Bussan Kaisha. | 87. Sgt. Smith, Wilts. | 97. L.C. Britten, Wilts. | 107. A. B. Evans, Hawkins. | 117. A. B. Russell, Hawkins. | 127. Pte. King, Wilts. | 137. Sepoy Dale Singh, 74th Punjabis. | 147. Lieut. Dodginton, Wilts. |
| 8. Sepoy Nawab Khan, 74th Punjabis. | 18. Pte. Day, Wilts. | 28. O. S. Field, Hawkins. | 38. Pte. Corbin, Wilts. | 48. D. Laing, Queen's College. | 58. Sepoy Gurbaksh Singh, 74th Punjabis. | 68. A. B. Bird, Hawkins. | 78. Pte. Fukuichi, Mitsui Bussan Kaisha. | 88. Gunner Mur Mohd, H.K. S.B.R.G.A. | 98. Stoker Smith, Hawkins. | 108. Hung Kam Sang, Queen's College. | 118. A. B. Ford, Hawkins. | 128. A.N.K. Ghulam Mohd, H.K. S.B.R.G.A. | 138. Lieut. Beven, Wilts. | 148. Gunner Thakar Singh, H.K. S.B.R.G.A. |
| 9. Gunner Sher Khan, H.K. S.B.R.G.A. | 19. M. Sadick, Indian Recn. Club. | 29. L.C. Drew, Wilts. | 39. Lieut. Lees, 22nd Punjabis. | 49. L.C. Hibberd, Wilts. | 59. L. Tel. Conway, L.9. | 69. Cpl. Harris, Wilts. | 79. Stoker Payne, Hawkins. | 89. Sgt. Smith, Wilts. | 99. Inspector R. R. Wood, Sanitary Board. | 109. Gunner Lal Khan, H.K.S.B. R.G.A. | 119. Pte. H. S. Smith, Wilts. | 129. Cpl. Norman, Wilts. | 139. Gunner Hasham Ali, H.K. S.B.R.G.A. | 149. O. S. Willoughby, Hawkins. |
| 10. Sepoy Nik Mohd, 74th Punjabis. | 20. Pte. Humphries, Wilts. | 30. Stoker Howell, Hawkins. | 40. L.C. Nye, Wilts. | 50. S. P. O. Woods, Carlisle. | 60. Pte. Pearce, Wilts. | 70. Pte. Quick, Wilts. | 80. Gunner Mehar Singh, H.K. S.B.R.G.A. | 90. A. B. Whitehead, Hawkins. | 100. Pte. Davidson, Wilts. | 110. Pte. Carter, Wilts. | 120. A. B. Ford, Hawkins. | 130. Stoker Walters, Hawkins. | 140. O. S. Willoughby, Hawkins. | 150. Lieut. Dodginton, Wilts. |

THE RACES.

TRAFFIC REGULATION.

The following traffic regulations will be enforced during the Race next week—

All wheeled traffic going to Races at Wong-Nei-Chong proceed via Queen's Road E. and Morrison Hill Gap Road. Motors will return via the Wong-Nei-Chong Road round the Happy Valley through Leighton Road to No. 1 Police Station and then along Percival Street to Praya. Other vehicles by same route as on the outward journey.

Trucks and persons carrying large burdens will not be permitted West of Percival Street East of Murray Road between the hours of 10 a.m. and 7 p.m.

All foot passengers between Wyndham Street, Queen's Road Central, and Praya East must walk on the footpaths, and not the roadway.

All vehicles must proceed at slow pace in the vicinity of the Race Course.

Chairs and vehicles to be arranged in the neighbourhood of the Race Course as directed by the Police Constables on duty.

Owners of dogs are recommended not to allow their dogs to go near the Race Course, any dog found straying without a collar with the name and address thereof of its owner liable to be destroyed (Ordinance 1 of 1845, section 17).

Persons using chairs must go and return by way of Kennedy Road to avoid congestion on the lower levels. No horse or vehicle will be allowed on Kennedy Road.

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TRADE WITH
GERMANY.NEW BUSINESS LEGAL UNDER
LICENCE.

The Secretary of the Hongkong General Chamber of Commerce sends us the following correspondence dealing with the question of Trade with Germany as a matter of public interest.—
Hongkong General Chamber of Commerce, Hongkong, 19th Jan., 1920.

Sir.—You are probably aware that British Merchants are uncertain whether or not they can properly engage in business with Germany and Austria, and appear to be awaiting an Imperial pronouncement as to the exact situation.

My Committee direct me to request a definite expression of opinion from your Government, for which they will be obliged.—I am, Sir, Your obedient servant,
(Sgd.) E. A. M. Williams,
Secretary.

The Honourable, The Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th January, 1920.

Sir.—With reference to your letter of the 19th January, 1920, enquiring whether British merchants can properly engage in business with Germany and Austria, I am directed to inform you that the legal position remains unaltered by the exchange of ratifications as the effect of Ordinance No. 6 of 1919 is to continue the prohibitions of the Trading with the Enemy Ordinances until such date as is declared by His Majesty in Council to be the date of the termination of the present war.

New business with Germany and German-Austria is, however, legal under the general licences which were given by Notifications Nos. 759 and 350 in the Government Gazette of the 8th August, 1919, as amended by Notification No. 410 of the 5th September, 1919.

The Restrictions of the Alien Enemies (Winding up) Ordinances are, however, still in force and pre-war transactions are also affected by the provisions of the Treaty of Peace Order which was published in the Government Gazette of the 8th January, 1920.—I am, Sir, Your obedient servant,

(Sgd.) Claud Severn,
Colonial Secretary.
The Secretary, Hongkong General Chamber of Commerce.

BILLIARDS.

OPEN CHAMPIONSHIP OF
THE COLONY.

The following is the draw for the above—

W. Hall v. Wong Po Koon, 1st March.

W.J. Lancaster v. J. Parker, 28th February.

E. Gilmour v. P.A. Yvanovich, 24th February.

S. Gray v. A.C. Rozario, 23th February.

A.G. Pitt v. Lt. T.B. Godding, 20th February.

Nz Sze Kwong v. S.K. Kwok, 27th February.

W.E. Crockerbye.

Billiard balls will be used, and the games will be—

Preliminaries 500 up, start at 8.30 p.m.

Semi-Finals 750 up, start at 8 p.m.

Final 1000 up, start at 6 p.m.

COLONY'S FINANCES.

The Hongkong Treasury issues the following financial statement for the month of October, 1919—

Balance of Assets and Liabilities on 30th September, 1919, \$7,526,706.58

Revenue from 1st to 31st October, 1919, 1,505,310.89

9,032,017.44

Expenditure from 1st to 31st October, 1919, 1,113,070.34

Balance, \$7,918,947.10

WHY BE MISERABLE

With constipation or liverishness when Pinkettes are all you need to set matters right? These dainty little laxatives act as gently as nature.

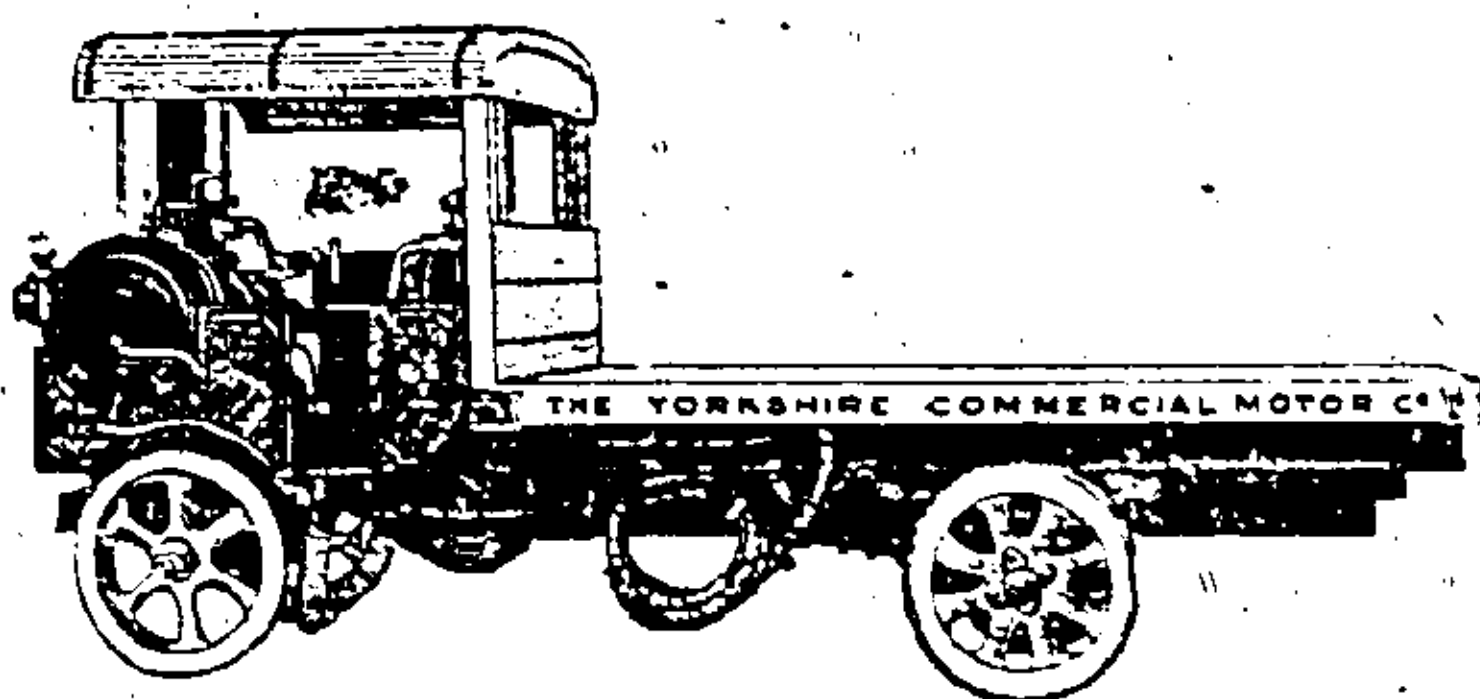
PINKETTES

cure Biliousness, sick headaches, foul-smelling breath; prevent Diarrhoea and Dysentery; relieve Piles. Of druggists everywhere, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 96 Greenwich Road, Shanghai.

NOTICES.

THE YORKSHIRE COMMERCIAL
MOTOR CO., LTD.,

LEEDS, ENGLAND.

STEAM WAGGON,
3 Ton Flat, Lorry Body.

Suitable for the carriage of heavy goods of all description.

This model has now arrived.

Demonstrations at your convenience.

A. C. F. A. L.

行洋 REISS & CO. 和泰

The Anglo-Chinese Engineers
Association, Limited, 限

No. 3, QUEEN'S BUILDINGS.

ICE HOUSE STREET.

Telephone No. 673. Telegrams: "ACEAL", HONGKONG.

LADIES! LADIES!!
SPRING HATS.

JUST ARRIVED.

LATEST STYLES FROM AMERICA

THE VERY THING FOR THE RACES.

On show at

LA FAVORITE

No 9, Beaconsfield Arcade.

DAIRY FARM NEWS.

OUR BUTCHERY DEPARTMENT

Can supply all your requirements in Australian and Local Meats

RABITS, HARES, HAMS,
BACON, SAUSAGES, CORNED
B.E.F. & PORK, etc., etc.

OUR THIS WEEKS SPECIALITY
OXFORD SAUSAGES.
TRY THEM!

THE DAIRY FARM, ICE & COLD STORAGE
COMPANY LIMITED.



CAL-PA-CO

PURE
MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION

CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE
CALIFORNIA PAINT CO.

Sole Agents

GERIN, DREVARD & CO.

HOTEL MANSIONS

THOMAS W. SIMMONS & CO.

IMPORTERS
OF

STEEL & STEEL PRODUCTS - BAMBOO STEEL
TIN PLATE - BRASS - COPPER - ZINC & MACHINERY
HARDWARE - PAPER - DYES & PIECE GOODS.

TOP

FLOOR

TELEPHONE 2189.

YORK BUILDING.

NOTICES.

FOR RACE WEEK

NOW SHOWING

SOFT FELT HATS
NECKWEAR
NEGLIGEE SHIRTS
FOOT WEAR
SOCKS

NEW SHADES
CHOICE DESIGNS
NEW STRIPES
LATEST MODELS
NEW SHADES.

INSPECTION CORDIALLY INVITED.

J. T. SHAW

TEL. 5

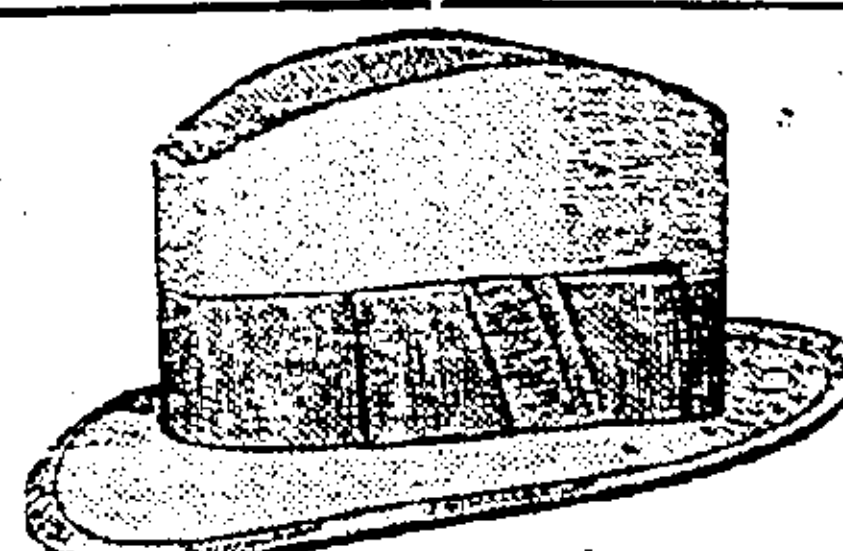
SPECIALIST IN MEN'S WEAR.
NEXT DOOR HONGKONG HOTEL.

Wm.

POWELL

Ltd.

TELEPHONE 346



SMART HATS
FOR THE
RACES.

NEGLIGES
IN ALL THE NEWEST
MATERIALS.

MADE BY

GLYN & CO.

44, OLD BOND ST.
LONDON, W.

SMART

NECKWEAR

IN THE MOST
FASHIONABLE & DISTINCTIVE
DESIGNS.



NEW TROPICAL MODELS

"ESTEY"

PIANOS

UNRIVALLED FOR TONE
QUALITY & FINISH.

THE ANDERSON MUSIC CO., LTD.

16, DES VŒUX ROAD.

TEL 1322.

CHAMPAGNES

DELBECK

HELIOS BRUT VIN 1911

GOLD LACK

DEUTZ & GELDERMANN EXTRA SEC

POMMERY & GRENO

SEC & EXTRA SEC

SOLE AGENTS

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

(Telephone No. 75)

GERIN, DREVARD & CO

4th Floor Hotel Mansions. Tel. 114

And at Canton.

Special Electric Testing Instruments.

"ULLO!"

Make the week end a
memorable one by a
visit to the CORONET

Saturday, at 2.30, 5.15 & 9.15 p.m.

Sunday, at 9.15 p.m.

"THE BETTER 'OLE"

Saturday, at 7.15 p.m.

Sunday, at 6 p.m.

MABEL NORMAND IN "MICKEY."

SHIPPING.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
STRAITS, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
SANGOLA	5,600	6 Feb. d'light	S'pore, C'bo & Bombay.
SOMALI	5,700	13th Feb.	Marseilles & L'don direct.
NAGOYA	7,000	13th Feb.	
DILWARA	5,600	16th Feb.	S'pore, C'bo & Bombay.

BRITISH INDIA-APCAR SAILINGS (South)

GREGORY A.	4,700	6 Feb. 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	36th Feb.	Manila, S'kan, Thursday Is. Cairns, Townsville, Brisbane, Sydney & Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

TAKADA	7,000	6th Feb.	Shanghai and Kobe.
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* Calls at Manila.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. X 2 X 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central. Agents.

CPLOS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)
FROM DUE

STEAMERS, HONGKONG, VANCOUVER.

Empress of Russia	Mar. 11	Mar. 29
*Monteagle	Mar. 23	Apr. 17
Empress of Japan	Mar. 29	Apr. 19
Empress of Asia	Apr. 8	Apr. 26
Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
*Monteagle	June 4	June 28
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
*Monteagle	Aug. 5	Aug. 29

* Passage Rates Hongkong to United Kingdom.

EMPEROR OF RUSSIA	Gold	EMPEROR OF JAPAN	Gold
15000 Tons Reg.	555 00	15000 Tons Reg.	485 00
EMPEROR OF ASIA	Gold	EMPEROR OF JAPAN	Gold
15000 Tons Reg.	555 00	15000 Tons Reg.	485 00

Fares and passages subject to change without notice.

For full particulars apply to the Company's Office.

Telephone 724. Office address: GACANTAO.

CANADIAN PACIFIC OCEAN SERVICES

SHIPPING.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern

Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) Sunday, 22nd Feb., at 11 a.m.

FUSHIMI MARU ... Wednesday, 17th Mar. at 11 a.m.

RATORI MARU ... Tuesday, 13th Apr. at 11 a.m.

SOWA MARU ... Sunday, 2nd May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said & Marseilles.

KAMO MARU ... Tuesday, 10th Feb., at noon.

ITO MARU ... Friday, 20th Feb., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez

and Port Said.

TOYAMA MARU ... Tuesday, 10th Feb.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez

and Port Said.

CALCUTTA MARU ... Beginning of March.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 18th Feb., at 11 a.m.

TANGO MARU ... Wednesday, 24th Mar., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San

Francisco, Panama & Colon.

TOTTORI MARU ... End of February.

SOUTH AMERICAN PORTS via Cape.

HAKATA MARU ... End of February.

BOMBAY & COLOMBO via Singapore.

TENSIN MARU ... Friday, 6th February.

TOTO MARU ... End of February.

CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU ... Middle of February.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 21st Feb., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOTO MARU ... Friday, 6th Feb.

TAJIMA MARU ... Monday, 9th Feb.

SHINYO MARU ... Saturday, 7th Feb.

KAGA MARU ... Thursday, 19th Feb., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	23rd Feb.
TERO MARU	24,000	11th Mar.
SHINYO MARU	24,000	1st April
SIBERIA MARU	24,000	1st April
PERIA MARU	24,000	15th April

* Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers: Tons, Leave Hongkong.

KIYO MARU 17,000 12th July.

* Steamers are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the

Steamship Co. Passengers may travel by rail between ports of call in Japan free of charge

For full information as to rates, sailings, etc., apply to

T. DAICO, Manager.

Telephone Nos. 2374 & 2375.

KING'S BUILDINGS.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Mar. 23rd, 1920. Mar. 2nd, 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON & ROTTERDAM	"SAINT FRANCIS"	7th February.
LONDON	"MATOPO"	14th February.
LONDON & ROTTERDAM	"SWAZI"	15th March.

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton

Hongkong, 3rd Feb. 1920.

DOLLAR LINE

COASTAL SERVICE

U.S.S.B. CADARETTA

will sail for SINGAPORE Feb. 6th

Operated on behalf of United States Shipping Board as
a feeder to U.S.S.B. Trans-Pacific Vessels.

For full particulars apply to—

THE ROBERT DOLLAR CO.

Gen. P. O. Bldg. Third Floor.

Phone. 792 & 795.

SHIPPING NEWS.

C. N. STEAMER ASHORE.

The China Navigation Co. steamer, which left Hankow for Shanghai on January 19, went aground near Christmas Island on the 21st, the water being very low and, as is reported, one of the light ships being out of position. A report to the latter effect reached the Waikling on her way up river, this vessel accordingly turning back, probably intending to discharge cargo at Wuhu. The Tungting received news of the accident at Kiukiang and accordingly went to the aid of the Ngankin bringing with her two lighters. The Singan on the 23rd was able to go alongside the Ngankin and take off passengers and mails, transferring them to the Tungting, which by that time had dropped anchor in deep water a mile down the river.

LARGEST SOUTH AMERICAN LINER.

The R.M.S.P. Almanzora a (triple-screw, 16,034 tons) will shortly be leaving Belfast for Southampton to take up her position in the R.M.S.P. Co.'s South American mail and passenger service. The Almanzora will be the largest line on this route, and like the other famous "A" class steamers of the R.M.S.P. Co., is sumptuously appointed and, fitted with appliance to secure the comfort and safety of passengers. Special features of the Almanzora are dining saloons, seating 400, arranged on the restaurant system, single bedded rooms, suites-de-luxe, gymnasium, children's play room, lofty social hall, and winter gardens.

THE FUTURE OF OIL FUEL.

The development of oil fuel, which is attracting so much attention in the industrial world just now, is the subject of a specially interesting interview with Sir Charles Greenway, Bart., in the December issue of *The Compendium*. Sir Charles Greenway believes that the available supply of oil will be large enough to meet a considerable portion of the world's marine, industrial and railway requirements when it was practicable to properly examine and bring into production the large petroleumiferous areas which exist in practically every part of the world. It must be remembered, says Sir Charles, that excepting the United States the world's stores of petroleum have as yet been scarcely tapped, owing to the many difficulties which have hitherto stood in the way of successful development, e.g. the large capital required for successfully conducting an oil enterprise, the great risk involved and the time occupied in "proving" an oilfield, the inaccessibility of many of the regions in which petroleum is to be found, &c. In Persia my company has already proved and brought into production several fields, each of which we have reason for believing is capable of producing as much oil as Baku, and there are many other fields in our territories which according to the opinions of our geologists give equal profits. And now that consumption is advancing so rapidly, the examination and development of the oilfields existing in Egypt, Mesopotamia, Asia Minor, Borneo, Mexico, Trinidad, the Argentine, Venezuela, Colombia, Ecuador, Canada and many other countries, the potentialities of which are at present little known, will no doubt be pushed ahead on a much more vigorous scale. What proportion of the total production of crude petroleum then obtained will be available in the form of fuel oil is largely dependent upon the quality of the oil which may be found in new fields, but it may, I think, be safely estimated at 50,000,000 tons, which, allowing for one half of it being burnt under boilers in place of coal, and the other half being used in internal combustion engines, gives the equivalent of something like 150,000,000 tons of coal. Referring to the big programme of development which aims at supplying oil fuel for ships, Sir Charles says: "My company is making all necessary arrangements for establishing depots for the sale of oil fuel for bunkering in all parts of the world. A number of these depots are already in operation and many others are in various stages of progress. This work, particularly under recent conditions of difficulty in procuring and transporting the necessary plant, naturally occupies a good deal of time, but when our programme is completed we shall be in a position to supply oil fuel in extensive quantities to ships at practically all the principal ports, both in the United Kingdom and abroad."

SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Choysang	Sun., 8th Feb. at d'light.
STRAITS & Calcutta	Fooksang	Tues., 10th Feb. at 3 p.m.
MANILA	Yuensang	Fri., 13th Feb. at 3 p.m.
STRAITS & Calcutta	Kwaisang	Fri., 13th Feb. at 3 p.m.
HAIPHONG via Hoihow	Loksang	Sun., 15th Feb. at 8 a.m.
KOBE	Kumsang	Tues., 24th Feb. at 5 p.m.
SANDAKAN	Hinsang	Tues., 24th Feb. at noon.

CALCUTTA LINE.—This line now affords regular sailings to Calcutta, Penang and Singapore

returning from Calcutta, Penang and Singapore via Straits and Hongkong to Japan, Oceania

and calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and

Fast and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes

calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued

to all Northern and Southern Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-

modation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when

indicated on chart.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to

date accommodation for passengers.

CANTON LINE.—A regular service is run from March to November between Hongkong and Canton

calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "FOOKSANG & KWAIKANG" will be des-

patched on or about 10th & 13th February respectively for

SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON,

PORT SWEITENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & SHANGHAI	Tungchow	7th Feb. at 4 p.m.
SHANGHAI	Yingchow	8th Feb. at noon.
SWATOW & BANGKOK	Changchow	9th Feb. at 4 p.m.
SHANGHAI & PUKOW	Ichang	10th Feb. at noon.
MANILA, CEBU & ILOILO	Taming	10th Feb. at 4 p.m.
SHANGHAI	Sunning	12th Feb. at noon.
SHANGHAI & TSINGTAO	Chenan	15th Feb. at d'light

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (three weekly) and Tsingtao
weekly, taking Cargo on through Bills of Lading to all Yangtze
and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via

Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36. Agents.

Hongkong Feb. 7, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers, Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

Steamships.	Captain	Leaving.
Haihong	W. C. Passmore	TUES., 10th Feb. at 1 p.m.
Haiching	A. H. Stewart	FRI., 13th Feb. at 1 p.m.
Quinnebaug	Medina	TUES., 17th Feb. at noon.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

For NEW ORLEANS.

THE U. S. SHIPPING BOARD

S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight space and particulars apply to—

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AGENTS.

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2477 & 2478.

5TH FLOOR

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STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai,
China, Manila, P.I., Kobe, Japan and Hongkong.
Operating the following Far Eastern service for account of the United

States Shipping Board.

U.S.A., PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For Seattle & Vancouver. For San Francisco.

"WEST IVIS" about 10th Feb. "HATHAWAY" 6th Feb.

"WEST JENA" Late Feb. "COLORADO SPIRINGS" Late Feb.

ALSO

"West Helix", "West Lion", "Devilgate", "Elbow", "Elkhorn", "West Segovia",

"Braveheart", "Vintia", "West Capota", "Dorothy",

arrivals to be announced later.

Through rates quoted and through B/Ls issued to all overland points in

U.S. and Canada.

Tel. 3008.

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SHIPPING.

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OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ATLAS MARU" ... Sunday, 15th Feb.

CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CANADA MARU" ... End of Feb.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

"INDUS MARU" ... End of Feb.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" ... Monday, 16th Feb.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Saturday, 7th Feb.

"MADRAS MARU" ... Sunday, 22nd Feb.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" ... Wednesday, 25th Feb.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KATO MARU" ... Sunday, 5th February.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 12th Feb.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager,

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong	Leaves Hongkong
CHANGSHA	1st March.	5th March.

For Sydney only.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "CAPE MAY"

Early February.

Via PANAMA.

S.S. "SACAPORACK"

Middle February.

Via PANAMA.

S.S. "HATCHIE"

Middle March.

Via PANAMA.

S.S. "WESTERN CROSS"

Early April.

Via PANAMA.

For freight space and particulars apply to—

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OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE. SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Wednesday, Feb. 25th.

S.S. "ECUADOR" ... Wednesday, Mar. 24th.

S.S. "COLOMBIA" ...

ALSO

The following U.S. Shipping Board vessels

"WEST SELENE" ... Friday, Feb. 20th.

From H.K. for SINGAPORE, PENANG & CALCUTTA.

"LAKE FIELDING" ... Wednesday, Feb. 25th.

Cargo accepted on through bills of lading to Baltimore, Havana, Central and South American ports

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

SHIPPING.



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"ICONIUM" ... About Feb. 9	"ERDICT" ... About Mar. 16
"CROSSKEYS" ... Feb. 14	"ELKTON" ... Mar. 30
"HEATLAND" ... Feb. 22	

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"MONADUC" ... About Feb. 27

"ABERCON" ... About March 5th

Through Bills of Lading issued to OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478

5th Floor, Hotel Mansions.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER	SAILING DATE
"BESSIE DOLLAR" ...	6th February.
"MELVILLE DOLLAR" ...	8th March.
"HAROLD DOLLAR" ...	21st March.

FOR SAN FRANCISCO.

"STANLEY DOLLAR" ...	6th February.
"WEST HARTS" ...	14th February.

FOR NEW YORK VIA PANAMA.

"GRACE DOLLAR" ... 31st January.

Through Bills of Lading issued to all ports of United States or Canada

Movements subject to change without notice.

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GENERAL POST OFFICE BUILDING

TEL. 735.

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732.

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Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Canadian Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

"ARIOSTO" ...	via Suez	20th February.
"ANTIOCHUS" ...	via Suez	1st March.
"CHARLTON HALL" ...	via Suez	20th March.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

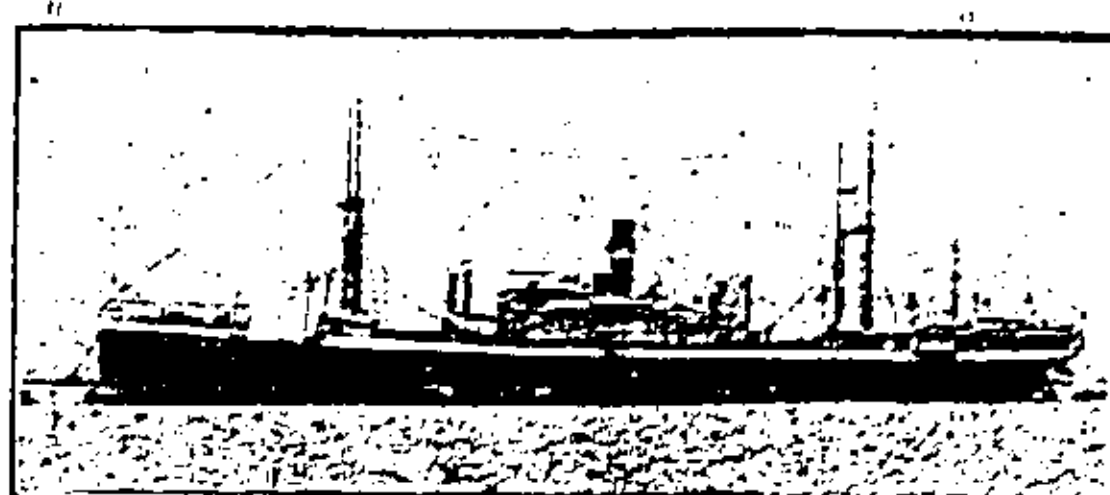
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For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	Java	in port	9th Feb.	Shanghai
Tjiluwong	Java	in port	11th Feb.	Japan
Tjisondari	Japan	9th Feb.	12th Feb.	Java
Tjilatjap	Java	13th Feb.		
Tjitaroem	Java	22nd Feb.	28th Feb.	Shanghai
Tjimanoeck	Java	23rd Feb.	1st Mar.	Japan
Tjileboet	Java	28th Feb.		

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Monthly Service Between

NETHERLANDS INDIA, MANILA, HONGKONG and SAN FRANCISCO.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

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DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

S.S. "ST. ANDREW"

Sailing on or about the 8th February.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO.

S.S. "PELSNA"

BRINDISI, VENICE & TRIESTE.

Sailing about End March.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For Japan, S.S. "BORNEO MARU"

Sailing on or about 10th February.

For Java, S.S. "RIOJUN MARU"

Sailing on or about 20th February.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

FOR NEW YORK.

PRINCE LINE FAR EAST SERVICE.

S. S. "GOTHIC PRINCE"

will be despatched for New York via Panal on or

about 10th March

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. KAGA M. (European Line.) left London for this port via Suez Canal on the 10th Jan., and is expected here on the 18th Feb.

The R.M.S. MONTEAGLE arrived at Yokohama on January 27th, left there January 28th and is due at Vancouver on February 10th.

The N.Y.K. s.s. YOKOHAMA MARU (European Line.) left London for this port via the Suez Canal on the 24th Jan., and is expected here on the 3rd Mar.

The N.Y.K. s.s. TANGO M. (Australian Line.) left Sydney for this port on the 30th Jan. and is expected here on the 20th Feb.

The R.M.S. EMPRESS OF ASIA arrived at Yokohama on Jan. 30th left there Jan. 31st and is due at Vancouver on Feb. 9th.

The N.Y.K. s.s. WAKASA M. (European Line.) left London for this port via the Suez Canal on the 29th Jan., and is expected here on the 11th March.

The P. & O. s.s. TAKADA left Singapore for this Port on the 2nd instant, and is due here on the 9th instant.

The N.Y.K. s.s. TAJIMA M. (European Line.) left Singapore for this Port on the 3rd Feb., and is expected here on the 8th Feb.

The R.M.S. EMPRESS OF JAPAN arrived at Kobe on 3rd Jan., a.m. left there 3rd Jan. p.m. and is due at Yokohama on 4th Jan.

The R.M.S. EMPRESS OF RUSSIA arrived at Yokohama on 3rd February a.m. left there 3rd February p.m. and is due at Kobe on 4th Feb., Due at Hongkong Monday, February 16th.

The P. & O. s.s. KASHMIR left Singapore for this Port on the 4th instant at 10 a.m. and is due here on the 9th instant at about 6 a.m.

The Admiral L. s.s. ICONIUM (from Seattle) sailed from Shanghai on the morning of the 5th inst. and will arrive at Hongkong Sunday morning, February 8th.

TIDE TABLE.

2nd Feb. to 8th Feb. 1920.

Day	High Water	Low Water	Day	High Water	Low Water
Month	Mean Time	Mean Time	Month	Mean Time	Mean Time
Mon. 2	9 3	4 3	m 2 9	0 9	
Tues. 3	7 0	7 7	m 1 4	3 4	
Wed. 4	9 49	4 5	m 3 1	0 7	
Thurs. 5	8 34	7 7	m 1 59	3 0	
Fri. 6	10 45	4 6	m 3 40	0 6	
Sat. 7	9 28	7 7	m 2 45	2 5	
Sun. 8	10 58	4 8	m 4 17	0 7	
	10 10	7 5	m 3 30	2 6	
	11 30	4 9	m 4 53	1 0	
	11 8	7 1	m 4 17	2 5	
	0 12	5 9	m 5 28	1 3	
	11 49	6 5	m 6 2	1 8	
	0 33	5 1	m 5 58	2 7	

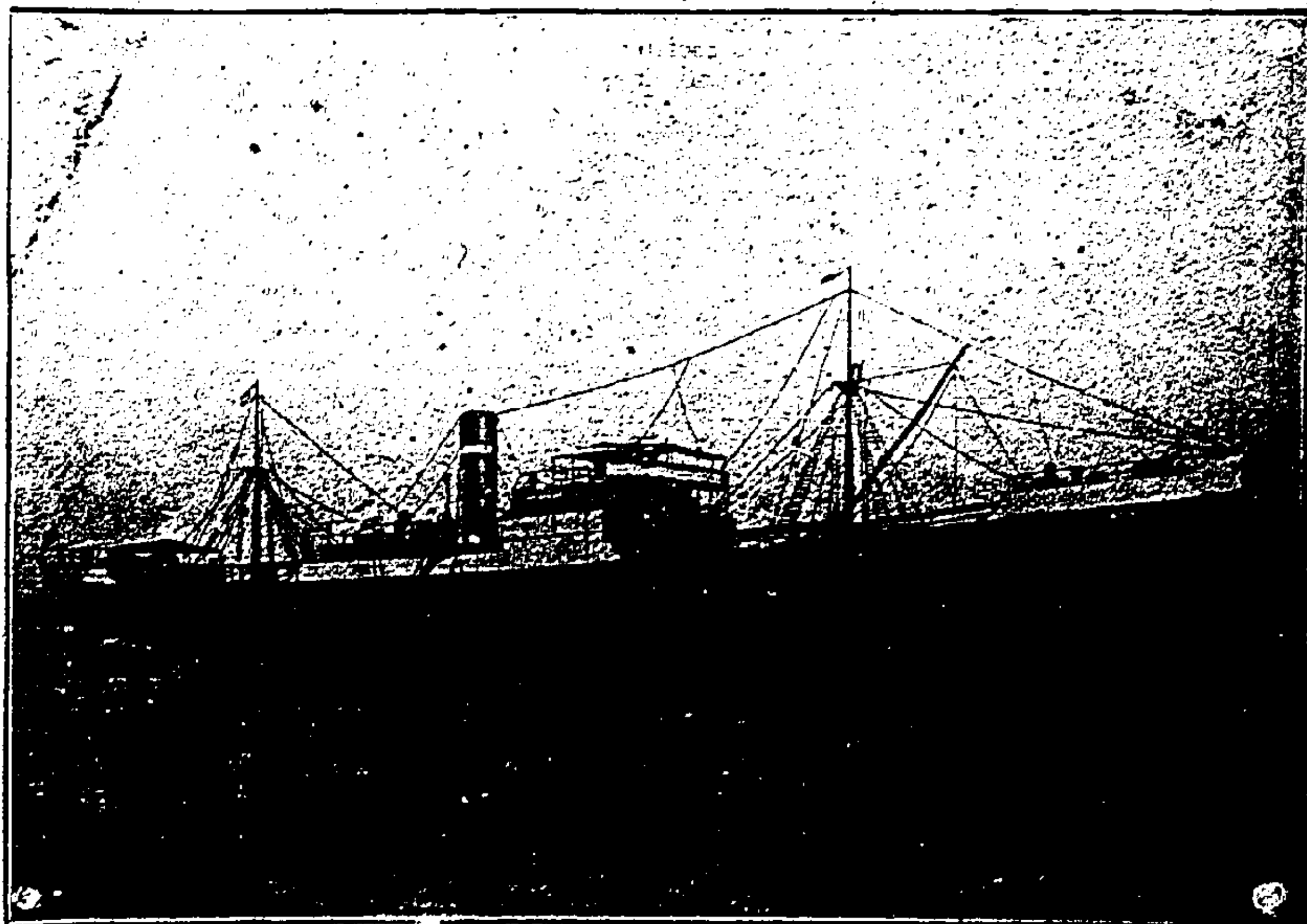
m morning, a afternoon.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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S.S. "PIONEER" (ex "WAR BOMBER") 8,240 tons D.W.; 5,195 tons gross.

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hongkong.

TO-DAY'S
MISCELLANY.

Among many records made by the Prince of Wales in Canada was that of travelling in the heaviest train in the world, weighing, with its engine, 1,000 tons. A modern C.P.R. engine and tender weigh nearly half a million pounds. On one part of the trip the train had to be ferried bodily across a lake but on that adventure the Prince and his party turned out and drove round the obstruction.

The lease of John Ruskin's birth-place is for sale. The fact has led many people to assert that this place, 54, Hunter-street, Brunswick-square, was the only bit of town residence that Ruskin had. They forget that in his early married days he and his wife had a home at 31, Park-street, Grosvenor-square, from 1848 to 1852; and that later he was a tenant of another close by at 6, Charles-street. It was in the first-named house that "The Seven Lamps of Architecture" was written, as well as the first volume of "Stones of Venice."

In abolishing the Lower Foundation of the Military Knights of Windsor the Government, by their Bill now before the House of Lords, will halve the original number of beneficiaries of this "charity." Edward III. in 1349 helped 26 of his veterans, who became "The Poor Knights of the Order of the Garter," and in future there will be 13 Military Knights of the Upper Foundation alone. Although the name has changed, the Military Knights are still associated with the "Most Noble Order of the Garter." Every new K. G. has to contribute a sum of money for these "Poor Knights," while the military officers selected to receive the pension and housing accommodation at Windsor are chosen by the Sovereign as head of the nation's leading Order.

The application of the word "heckling" to the disorderly and unintelligent interruption of a recent speech of the Parliamentary Secretary to the Ministry of Food is no doubt strictly correct, for the word is adapted from the name of a "teasing" machine used in the textile trade, but anything more unlike the heckling, at an election meeting in Scotland could not be imagined. The Scotch heckler is the model of propriety. He hears the candidate's apology to the end without an interjection, and when his turn comes—for it is as constitutional a part of the proceedings as the speech itself—he introduces himself in this wise: "Murdoch Macpherson, 750, Sauchiehall-street, number on the burgess roll 1,308." The party agent on the platform swiftly refers to the burgess roll and if he is able to announce (as sometimes happens), "He is not a voter," there is a summary end of the heckler. But as a rule the introduction is verified and the questions proceed—frequently a capital example in the art of cross-examination, and hardly ever attended by stupid disorder. The heckler in Scotland would be very much surprised to be spoken of as a mere rowdy.

Time was when the difficulties attendant on upbringing might be negotiated through the medium of the emotions; to-day, emotions are demodes, and the appeal can only be made through the reason (writes Mrs. Gordon Stables, in the *Star*). Consider, for instance, the rather mean advantage which our own mothers were wont to take of us in our youth. In order to gain a point, they would end by remarking in sepulchral tones, "Ah, my child, one day you may no longer have me with you! When the time arrives when you no longer have a mother," and so on. This worked wonders with the Victorian infant, who, impressed by the motherless future thus sketched out for his benefit, became at once all piety and obedience. It won't work at all with the child of to-day. A modern mother, having lively memories of its effects upon herself in years gone by, and of the floods of tears which it invariably induced in her, once tried the trick on her small son. She was met by the unexpected answer, "Don't worry, mummy; father would be sure to marry again. That's all right." She did not try it again. To her credit be it said, she had felt rather mean in having ventured it in the first instance. Our own parents did not feel in the least mean. That, no doubt, was the secret of their success.

DON'T FORGET.

TO-DAY.
Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.
Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

DAY BY DAY.

It is notified that a competitive examination for the Indian Civil Service open to all qualified persons will be held in London, commencing on the 2nd August, 1920, and that copies of the regulations, syllabus of examination, and forms of application to be filled up by the candidates may be seen on application at the Colonial Secretary's office.

Observatory returns show that the average mean temperature in Hongkong during January was 59.1, the highest being 74.6, on the 31st and the lowest, 45.1, on the 5th. The temperature of the air was considerably above normal from January 26 to 31. The mean maximum temperature during this period (70.6) was however exceeded on several occasions, notably in 1905 when from January 20 to 25 it was 75.3. There were 226.1 hours of sunshine and 0.06-inch of rain. The wind velocity (10.3) was the lowest on record.

HONGKONG TRADE.

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report, published by the Hongkong general Chamber of Commerce, states:—

Cotton piece goods and fancy cotton goods.—Our market is practically unchanged. Whenever spot cargo is available it is snapped up at once. Quotations from Manchester show considerable advances and deliveries are more protracted. Cotton is quoted 29.91.

Cotton Yarn.—Moderate transactions took place for early requirements and, notwithstanding the heavy rise in Exchange, values of the lower counts show slight improvements. Business in 20s. has been slack and values of same ruled on the easy side. Quotations are: No. 10s. at \$220 255. No. 12s. at \$235 275. No. 16s. at \$285 330. No. 20s. at \$320 355. Arrivals 9,000 bales. Sales 4,000 bales. Shipments nil. Unsold Stock 5,000 bales. Bargains 18,000 bales.

Raw Cotton.—Values are steady and are nominal at \$45.56 for Indian and \$47.60 for Chinese descriptions.

Woolens.—Market firm, good market for lastings, long ells, camelots, etc. In coatings, fine woolens and similar goods, the dealers have delayed purchasing so long that delivery is now impossible. Stocks are being eagerly snapped up, and a shortage seems likely for next cold season.

Metals.—Very small business passing prices higher and with long deliveries for new business now required it is difficult to negotiate fresh transactions. Small lines of wire nails have been done.

Flour market report.—Stock: About 250,000 sacks. Quotations: American Patent, \$3.70 per sack; American Cut off, \$3.38 per sack; American Straight, \$3.38; Shanghai Flour 2nd, \$3.60 per sack; Australian No. 1, \$3.36 per sack; Australian No. 2, \$3.20 per sack.

MIDDLESEX WAR MEMORIAL.

At a county meeting held recently at the Middlesex Guildhall it was unanimously decided that a memorial in monumental form should be erected to the men of the Middlesex Regiment, of the Middlesex units, and to all Middlesex men who gave their lives during the war. A committee was formed with the Duke of Bedford as chairman, to carry out the proposal. The *Times* understands that the First Commissioner of Works is willing to consider the erection of a memorial somewhere in the Canning enclosure, but the question of design and actual position must be submitted to, and approved by, the Committee dealing with sites for statues in London. On this site the memorial would be among the many famous statues at Westminster, and would also be close to the Middlesex Guildhall.

ROMANCE OF A GREAT BANK.

COURTS TO BE FUSED WITH OTHER FIRMS.

Many romantic circumstances are recalled by the announcement that the famous bank of Messrs. Coutts and Co. is to be fused with the National Provincial and Union Bank of England, Ltd.

As bankers to the Royal Family and to the nobility, Coutts have always stood foremost amongst the private bankers of the United Kingdom. With their adherence to the joint-stock principle by joining their forces with one of our biggest joint-stock banks, there are left (says a City Editor) only four private bankers of the first importance. These are Messrs. Drummonds, Messrs. Childs, Messrs. Hoare, and Messrs. Glyn, Mills, Currie, and Co. In the early days of the Bankers' Clearing House the private bankers completely held control. Nowadays they have been gradually absorbed by the younger group of joint-stock banks, and in the end the old firms will probably cease to have an independent existence.

THE FIRST DEPOSIT.

The premises of Coutts' Bank, in the Strand, were one of the old landmarks of London. Some of the old chests in the strong room there had been undisturbed for something like 200 years. The first deposit was a diamond aigrette belonging to, and brought by, Lord Nelson.

Mr. Thomas Coutts, one of the most famous of the partners, was the son of a Scottish banker, and was taken into partnership in the Strand by his brother James about 1762. He married a maid-servant in the house of his brother, and their three daughters married Sir Francis Burdett, the Earl of Guilford, and the Marquis of Bute.

After the death of his first wife Thomas Coutts married Miss Harriet Mellon. After his death she became the owner of the bank, marrying the Duke of St. Albans later.

BEARDS FORBIDDEN.

At one time the large staff were all clean shaven, the wearing of beards or moustaches being forbidden. It is told that once when the accounts were made up and showed a deficiency of £2s. 10d. every clerk had to go back through the transactions of the day and through and through the ledgers. This labour was in vain, however, and next day it transpired that a non-resident partner had taken £2s. 10d. to pay postage on a foreign letter.

The books of the bank date back to 1692, thus being a little older than those of the Bank of England.

About that year John Campbell was carrying on business at the Three Crowns in the Strand. His partner, George Middleton, succeeded him, and built the old house at 59, Strand which remained the home of the bank until 1904. Mr. Middleton died in 1746, his successors taking into partnership James Coutts. One of the partners, Robert Hepburn, invented the present-day foreign letter of credit.

GEORGE IV.'S SURPRISE.

The bank has been called the Royal Bank, and a story is told that distinguished clients flocked to Thomas Coutts because of the recommendation of a nobleman to whom he lent £30,000 on note of hand, despite his knowledge that another banker had refused the loan.

When George IV. was Regent he sent to the bank for £100,000, imagining that the sum could not be found on demand. The enquiry did not know what answer to make when he was asked if he would take gold or notes, and while he went to inquire, Coutts hurriedly sent for the cash. The enquiry did not return, however. The bank's records include the signatures of the Royal Family from George II., the Duke of Wellington, Scott, Dickens, Macaulay, and many other names famous in history.

PROFITTEERING CHARGE.

A point of interest in regard to boot-selling came before the Uxbridge Profitteering Committee when a complaint was lodged against a member of the Committee, a local boot-seller, for alleged profiteering. The complainant bought a pair of child's boots for 13s. 9d. These were found to be too small, and upon changing them for another pair an extra 3s. was charged. The boot-seller explained that the boots exchanged were not only of large size, but of a higher grade. The Committee held that the explanation was satisfactory, and dismissed the case.

NEW ADVERTISEMENTS

"A VERY FINE PICTURE"
That will be Your Verdict when You See

"MORAL SUICIDE"

TO-NIGHT AT THE VICTORIA.

NOTHING THAT WE CAN SAY IN PRAISE OF
THIS SEPERB FILM COULD ADEQUATELY
DESCRIBE IT. IT IS THE ACME OF
PERFECTION IN PHOTOPLAY PRODUCTIONS.

MATINEE TO-MORROW

At 6 p.m.

BERTHA KALICH

IN

"AMBITION"

NOTICE.

HONGKONG JOCKEY CLUB.

RACE MEETING 1920.

WEDNESDAY, THURSDAY,
FRIDAY AND SATURDAY.
FEBRUARY 11TH, 12TH, 13TH
AND 14TH.

TICKETS of ADMISSION to
the GRAND STAND and EN-
CLOSURE may be obtained from
Messrs. Kelly & Walsh, Limited,
or at the Gate. Price £12 or \$4
for each day for the Meeting.

No one admitted without a
Ticket, to be shown to the Ticket
Inspector at the Gate.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 7th February, 1920.

HONGKONG JOCKEY CLUB.

No Servants will be allowed in-
side the ENCLOSURE of the
Race Course during the Race
Days WITHOUT TICKETS,
which can be had on application
to the Undersigned. These
Tickets are only available for
Servants while in attendance on
their employers or when on duty
at the various Stands.

Any Chinese found loitering
about with Servants' passes in
their possession will forfeit them,
and the holders thereof will be
removed from the Enclosure.

T. F. HOUGH,

Clerk of the Course,

Hongkong, 7th February, 1920.

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN
that owing to the death of Mr.
E. D. KAPPEYN the undersigned
Ponies entered in his name to
run at the forthcoming Race
Meeting have been sold by Public
Auction and will run in the
interest and colours of the
purchasers as follows:—
Louisa Mr. G. C. MOXON
"Black, Yellow Hoops & Cap"
Sinza Mr. JOHN PEEL
Spotted Sand Mr. SOARES
"Old Gold, Dark Green Hoops"
Runaway Light Mr. T. F.
HOUGH
"Dark Blue, Primrose Hoops"

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, February 6th, 1920.

NOTICE.

R. A. O. B.

The "Harry Brettell" Lodge
assembles every Tuesday in the
R. A. Theatre, Victoria Barracks,
at 7.30 p.m. All Buffs cordially
invited.

NOTICE.

HONGKONG GYMKHANA CLUB.

The Annual General Meeting
of Members will be held at
5.15 p.m. on Monday 16th
February, 1920, in the rooms of
the Hongkong Jockey Club, 18
Chater Road.

Business.—To receive the Com-
mittee's Annual
Report and State-
ment of Accounts.
To elect a new
Committee for the
ensuing year.
Any other business
that may arise.

H. B. L. DOWBIGGIN,

Hon. Secretary.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.
Opposite the University
Tel. No. 732. P.O. Box 593.
Principal

JOHN P. JONES, B.Sc., M.I. Min. E.
The Institute affords Special Pre-
paration (Class and Private, Day and
Evening, Oral and Correspondence)
for University Matriculation and
Degree Examinations.

New Session has now commenced.
Tutorial Classes are being conducted
in English, Mathematics, Trigonome-
try, Mechanics, Physics, Chemistry,
History, Geography, Latin and
French, for Hongkong University
July Examinations.

Private tuition can also be had in
these subjects.

Prospectus on application.

NOTICE.

KOWLOON CANTON RAILWAY.

(British Section).

Notice is hereby given that
commencing from this date and
until further notice the train at
present advertised to leave Kow-
loon at 12.01 p.m. on Saturday
only, will run on all ordinary
week days, returning from Shum
Chun at 5.04 p.m.

By Order,

H. P. WINSLOW,

Manager.

Kowloon, 5th February, 1920.

WANTED.

WANTED.—Chinese youth
seeks position as clerk and typist.
Good reference. Apply Box No.
315 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Child's white
enamelled iron bed, double persim-
mon, well sprung. Apply Bell,
Queen's Gardens.

NOTICE TO CONSIGNEES

THE ADMIRAL LINE.

The Steamship

"ICONIUM."

having arrived from Seattle
via ports, on February 8th, con-
signees are hereby notified that
their cargo is being landed at
their risk into the Hazardous
and/or Extra-Hazardous God-
downs of the Hongkong and Kow-
loon Wharf and Godown Co.,
Ltd., Kowloon, and stored at
consignees' risk.

Consignees of cargo must pro-
duce an Import permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at 10
a.m. on February 13th by the com-
pany's Surveyors, Messrs. God-
dard and Douglas.

All claims must be presented
within thirty days of the steamer's
arrival here, after which they can-
not be recognized. No claims will
be recognized after the goods
have left the Godowns, and cargo
undelivered on and after Feb.
15th will be subject to rent.

No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
counter-signature immediately.

U.S. SHIPPING BOARD

EMERGENCY FLEET

CORPORATION

PACIFIC STEAMSHIP CO.

Operating Agents

5th floor, Hotel Mansions.

Hongkong, 7th February, 1920.

JAPA-PACIFIC LINE.

NOTICE TO CONSIGNEES.

The Steamship

"TJISONDARI"

having arrived from San Fran-
cisco, consignees of cargo by her
are notified that all goods are
being landed at their risk into
the hazardous and/or extra-
hazardous godowns of the Hong-
kong & Kowloon Wharf &
Godown Co. Ltd., whence and/or
from the wharves delivery may
be obtained.

No Claim will be admitted after
the goods have left the Godowns,
and all Goods remaining un-
delivered after noon the 15th of
February, will be subject to rent.

All claims against the steamer
must be presented to the under-
signed on or before the 18th of
February, or they will not be
recognized.

All broken, chafed and damaged
packages are to be left in the
godowns, where they will be
examined on the 15th February
at 10 a.m. by the Company's sur-
veyors Messrs. Goddard &
Douglas.

No Insurance whatsoever has
been effected.

Bills of Lading will be counter-
signed by

JAPA-CHINA-JAPAN LINE,

Agents.

Hongkong, 7th February, 1920.

NOTICE.

HONGKONG BOXING ASSOCIATION.

President:—His Excellency Sir
R. E. Stubbs, K.C.M.G., Governor.
Chairman:—His Honour Sir
William Rees Davies, K.C., Chief
Justice.

THIRD TOURNAMENT.

At "The Ring" Volunteer Head-
quarters Parade Ground (adjoining
Lower Peak Tram Station).
Specially constructed Matched.
capable of holding 2,000.
SATURDAY, February 14th, 1920,
at 9.15 p.m.

1. 20 Round Contest for the
Welterweight Championship of
the Colony, and the Mounted
Police Reserve Belt.

Between Sergt. "Sky" Kerrison,
R.N.Y.P. (Holder) and Stoker
Eddie Walters, H.M.S. Hawkins
(Challenger).

2. 15 Round Contest for the
Middleweight Championship of
the Colony and the Hong-
kong Daily Press Belt.

Between Pte. J. H. Mason,
R.M.L.I. H.M.S. Hawkins and
C.E.R.A. Lee, H.M.S. Ambrose

3. 6 Round Contest for the
Amateur Lightweight Cham-
pionship of the Colony.

Between Young Maher, ex-
Driver R.G.A. (Holder) and
Sergt. Ward, R.N.Y.P. (Chal-
lenger).

4. 6 Round Middleweight Contest.
Between E. R. A. Sergeant,
H.M.S. Ambrose and Seaman
Willoughby, H.M.S.
Hawkins.

5. 6 Round Lightweight Contest.
Between Ship's Cook North,
H.M.S. Carlisle and Corporal
Cook, R.M.L.I. H.M.S. Hawkins.

6. 6 Round Featherweight Con-
test.

Between Seaman Webb, H.M.S.
Ambrose and Seaman Decon-
hart, H.M.S. Hawkins.

Prices:—Reserved, \$5 (Ringside
raised seats) and \$3 (Ringside
Ground level seats.)
Unreserved, \$1.
NO HALF-PRICE SEATS.

DOORS OPEN AT 8.30 P.M.

BOOKING AT MOUTRIE'S as follows:—

WEDNESDAY, February 11th,
Members (and their Guests)
of the Hongkong Boxing
Association only.

THURSDAY TO SATURDAY,
February 12th to 14th, General
Booking.
CASH BOOKING ONLY.

Referees:—Messrs. H. J. Gedge
(Official Referee), W. Logan, A.
Murdoch and Major Respon,
D.S.O.

G. G. N. TINSON, J. C. WILDIN,
Hon. Secretary. Manager.

NOTICE.

REPULSE BAY HOTEL.

RACE WEEK.

DINNER DANCES WILL BE HELD
ON THE FOLLOWING EVENINGS:—

Wednesday, 11th, February
Thursday, 12th, February
Friday, 13th, February
Saturday, 14th, February

SPECIAL TABLE D'HOTE MENU
AT \$3.00 PER HEAD.

Bookings can be made at the
Hongkong Hotel Main Office
or direct with Repulse Bay,
Telephone No. 381.

SUNDAY, 15th February.

ORCHESTRAL CONCERTS
will be held during Tiffin and
Afternoon Tea.

NOTICE.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE is hereby given that
the Ordinary Annual General
Meeting of Shareholders in this
Company will be held at the
Hongkong Hotel, Hongkong, on
Wednesday, the 18th February,
1920, at noon for the purpose of
receiving the Report of the
Directors together with a State-
ment of Accounts for the year
ending 31st December, 1919.

The TRANSFER BOOKS of
the Company will be closed from
the 11th February to the 21st
February (both days inclusive),
during which period no Transfer
of Shares can be Registered.

JOHN D. HUMPHREYS & SON
General Managers,
Hongkong, 3rd February, 1920.

NOTICES.

NOW READY.

1920

HONGKONG DIRECTORY,
DIARY AND BLOTTER

PRICE 53.00

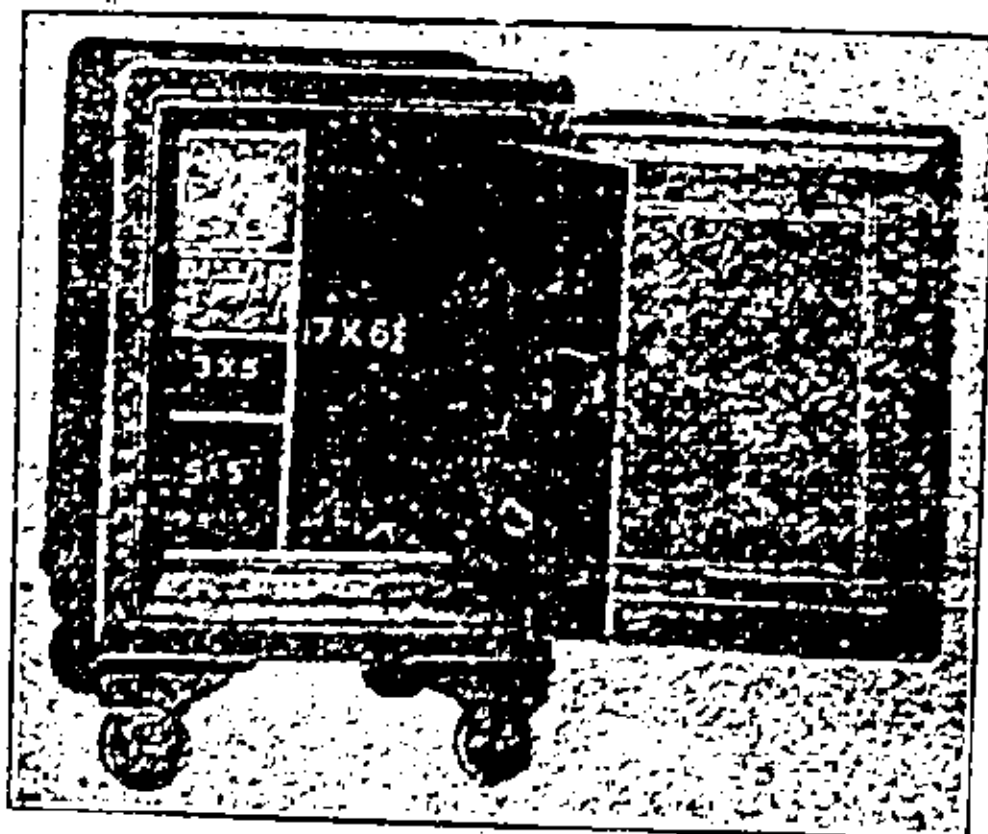
FROM

SOUTH CHINA MORNING POST, LTD.
3, Wyndham Street. Tel. 440.

M. Y. SAN & Co., Ltd.

Manufacturers of "Bee Brand"
Biscuits & CandiesHEAD OFFICE: Nos. 12-16, Queen's Road, Central, Hongkong.
FACTORY: Nos. 141-145, Wanchai Road, Hongkong.
BRANCHES: Amoy, Singapore, Shanghai & Canton, China.

JARDINE, MATHESON & CO., LTD.

ENGINEERS & LAUNCH BUILDERS
MARINE MOTORS OF ALL POWERS
IN STOCK.Works:—Pootung, Shanghai.
Sole Agencies:—Sterling & Evinrude Motors. Makers
"EVO" Motors.Associated British Machine Tool
Makers Ltd. "Sarco" Steam Trap, Temp.ature
Regulators &c.
A.B.C. Boiler Enamel.
Texline Ltd. (Leather-cloth)
Edgar Allen & Co. Ltd.
(Tool Steels &c.)
Lino-vac & Machinery Ltd.
Pulsometer Engineering Co. Ltd.
T. & W. Smith Ltd. (Wire Ropes).
Imperial Light Ltd.

Defy Burglars and protect your valuables

Stock Just Arrived

Sole Agents.

UNION ENGINEERING CO., LTD.

13 Chater Road

EVOLUTION OF THE
MOTOR-CYCLE.

HEAVIER SIDE-CARS.

The Times motoring correspond-
ent writes:—

It has been said that, just as all cats look grey in the dark, all side-cars look alike on the road, and it is only when one sees the various types and designs placed almost side by side, as at the Motor Cycle Show, that one realizes the infinite differences between them. They vary in shape of body, arrangement of the seat, position of luggage accommodation, construction of the frame suspension, and indeed in every quality in which they can vary. This is a somewhat peculiar state of affairs, inasmuch as the side-car, being a purely passive attachment, represents the simplest possible form of vehicle, and would seem, therefore, to be something quite easily standardized.

Designers of motor-cycles have scope to express much individuality of ideas in engines, transmissions, gear-boxes, and so forth, and it is only natural, in consequence, that these machines differ from one another considerably, so that no one may put his hand upon a single example and say, "This is the standard type."

Yet it is a fact that in many ways motor-cycles are more alike than side-cars, for all the outward similarity of the latter. A few years ago there were only two makers of these attachments: to-day there are scores. Not only does every single one adopt principles of design not employed by any other, but as a rule each maker turns out several types which are in themselves utterly different.

For instance, in the matter of suspension, it is well nigh impossible to find a couple of attachments in which the same ideas are followed. This one will have the wheel rigidly fixed to the chassis with the body supported by long Cee springs, that one will incorporate a spring axle and cantilever springs for the body. Not only do designers disagree as to how the suspension shall be arranged, but they also differ in respect of the type of spring that shall be used. As in each case, a large variety of methods are open to them, the number of possible permutations and combinations is immense, and at all events, as is very evident, there are more than enough to "go round."

INCREASE IN WEIGHT.

The one point upon which agreement seems to have been reached is increase in weight. In the old days side-cars, thanks to the comparatively low power of the motor-cycles, to which they were intended to be attached, were very light indeed, and the cane or wicker body was generally used. Nowadays the body is coach-built invariably, and frequently of an elaborate character. This is sensible enough, and perhaps to a large extent accounts for the increased popularity of the side-car, for it is a fact that the back-seat affair, even with the best intentions in the world, could never be made wind-proof. Another excuse for added weight relates to the carrying of luggage, spare petrol, &c., for which the side-car is ill-adapted. The up-to-date side-car nearly always has a commodious locker for the latter and a big grid or platform for the former, and in these respects conforms to motor-car standards.

The same can be said of means of protection against the weather. Obviously if you have a comfortable coach-built body you must have a hood and screen, and there are even instances in which

the designer, not to be outdone by the car maker, has gone in for a completely concealed hood and a screen of far greater comprehensiveness than is to be found in most cars, costing something in the neighbourhood of £600. It might thus be said that when a modern combination takes the road the passenger goes out in a motor-car, whilst the rider accompanies her on his motor-cycle.

DEFENCE AGAINST ROUGH
ROADS.

In regard to comfort it is doubtful whether any vehicle can compare with a good side-car in its capability of smoothing down the worst of road surfaces. The passenger may be subjected to a certain amount of vibration communicated from the engine, and may have to put up with a certain amount of clatter, but to him or her all road surfaces are as billiard tables. It must be a severe bump indeed that can find its way through the quadruple system of defence comprised by the pneumatic tyre, the axle springing, the body suspension, and, finally, the upholstery. One the other hand, there are those who are prepared to sacrifice comfort for an appearance of raciness, and thus there is a class of side-car, generally of slipper or torpedo shape, in which the body dimensions are reduced to the minimum, and the passenger must sit on rather than in it. Generally speaking, however, the standard of comfort is remarkably high, the weight is proportionately great and the windage resistance somewhat formidable.

All these agencies have had their effect upon the design of the motor-cycles which have to cope with them, and as a natural result the machine has tended rapidly to become more ponderous, elaborate, powerful, and not only more expensive to buy in the first instance, but also more expensive to run. There are many competent judges, among them Lieutenant-Colonel J. T. C. Moore-Brahazon, M.P., who holds that this development is in the wrong direction altogether, and that the scope of the motor-cycle in its capacity of a purely solo machine is being sadly neglected. They believe that if the right type of machine were produced the women who are now enthusiastic side-carists would probably become equally enthusiastic motor-cyclists, and that the motor-cycle, instead of competing with the light car, ought to be brought into more direct rivalry with the pedal-cycle.

There is undoubtedly much to be said for this view; indeed, the writer of these occasional notes has frequently committed himself to a similar opinion. Unfortunately, facts are stubborn things. The cumbersome heavy weight of to-day is the result of a wrongly marked demand on the part of the public, and under present conditions any manufacturer who had the hardihood to ignore this demand and to bring forward a new type of machine altogether—even supposing he could evolve one—would simply be neglecting his opportunities.

THE MOTOR SCOOTER.

To judge from appearances, ladies are disposed to take an interest in motor scooters, though whether that interest will be more or less permanent appears to be extremely doubtful. In ordinary motor-cycles they definitely do not take a great interest, although, of course, there are a few exceptions. They look at the machine with the full realization of the fact that it is quite easy to manage and that it will give them a latitude and an independence of travel that they have never had before. But they infallibly compare the saddle and the handle bars, the multi-

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Mitsuki M.	O. S. K.	Feb. 7
St. Francis	B. L.	Feb. 7
West Jena	S. & D.	Feb. 9
Iconium	A. L.	Feb. 9
Suvero	B. L.	Feb. 10
Matoppe	B. L.	Feb. 10
Kamo M.	N. Y. K.	Feb. 10
Toyama M.	N. Y. K.	Feb. 10
Somali	P. & O.	Feb. 11
Nagayo	P. & O.	Feb. 13
West Harts	R. D. Co.	Feb. 14
Moorish Prince	S. T. Co.	Feb. 15
Atlas M.	O. S. K.	Feb. 15
Ariosto	B. L.	Feb. 15
Dilwara	P. & O.	Feb. 15
West Ison	S. & D.	Feb. 15
Ceylon M.	N. Y. K.	Feb. 15
Aki M.	N. Y. K.	Feb. 15
Crosskey	A. L.	Feb. 18
Iyo M.	N. Y. K.	Feb. 20
Tango M.	N. Y. K.	Feb. 21
Kashima M.	N. Y. K.	Feb. 22
Madras M.	O. S. K.	Feb. 23
Korea M.	T. K. K.	Feb. 23
Whetland	A. L.	Feb. 24
Africa M.	O. S. K.	Feb. 25
Venezuela	P. M. Co.	Feb. 25
Lake Fielding	P. M. Co.	Feb. 25
Eastern	P. & O.	Feb. 28
Hakata M.	N. Y. K.	Feb. 28
Colorado Springs	S. & D.	Feb. 28
Canada M.	O. S. K.	Feb. 28
Hathaway	S. & D.	Feb. 28
West Ivis	S. & D.	Feb. 28
Tottori M.	N. Y. K.	Feb. 28
Indus M.	O. S. K.	Feb. 28
Tajima M.	N. Y. K.	Feb. 28
Calcutta M.	N. Y. K.	Feb. 28
Nile	C. M. Co.	Mar. 2
Changsha	B. & S.	Mar. 2
Mcville	D. R. Co.	Mar. 8
Tony M.	T. K. K.	Mar. 11
E. of Russia	C. P. O. S.	Mar. 11
Western Cross	A. L.	Mar. 11
Swazi	B. L.	Mar. 15
Endicott	A. L.	Mar. 16
Fushimi M.	N. Y. K.	Mar. 17
Harold D.	R. D. Co.	Mar. 21
Nanking	C. M. Co.	Mar. 23
Monteagle	C. P. O. S.	Mar. 23
Tango M.	N. Y. K.	Mar. 24
Charlton Hall	B. L.	Mar. 25
E. of Japan	C. P. O. S.	Mar. 29
Elkton	A. L.	Mar. 30
Sagapora	A. L.	Mar. 30
Shinro M.	T. K. K.	Apr. 1
Siberia M.	T. K. K.	Apr. 1
Katori M.	N. Y. K.	Apr. 13
Persia M.	N. Y. K.	Apr. 19
Suwa M.	N. Y. K.	May. 2
Kiso M.	T. K. K.	July. 12

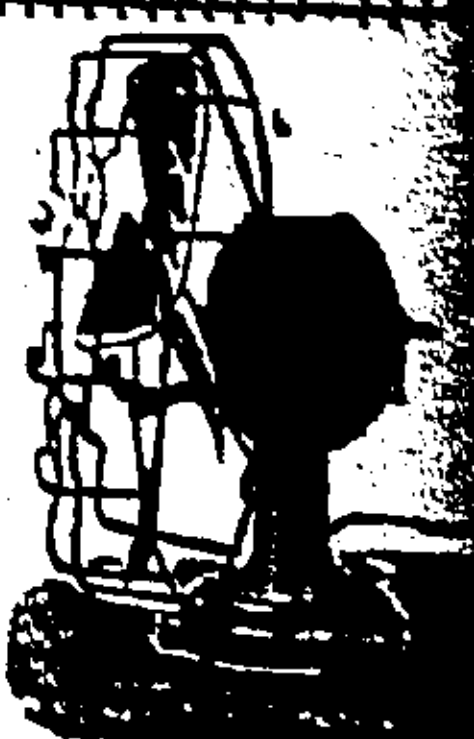
JAPAN, COAST PORTS, ETC.

Shinryo M.	N. Y. K.	Feb. 7
Ch. ysang	B. & S.	Feb. 8
Kafo M.	O. S. K.	Feb. 8
Yingchow	J. M. Co.	Feb. 8
Tajima M.	N. Y. K.	Feb. 9
Tjikini	J. C. J. L.	Feb. 9
Changchow	B. & S.	Feb. 9
Taming	B. & S.	Feb. 10
Haihong	D. L. Co.	Feb. 10
Ichang	B. & S.	Feb. 10
Fooksang	J. M. Co.	Feb. 10
Tjikowong	J. C. J. L.	Feb. 11
Tsunndari	J. C. J. L.	Feb. 11
Sunning M.	B. & S.	Feb. 12
Haiching	D. & Co.	Feb. 13
Yuenang	J. M. Co.	Feb. 13
Kwalsang	J. M. Co.	Feb. 13
Loksang	J. M. Co.	Feb. 15
Montague	A. L.	Feb. 15
Chenan	B. & S.	Feb. 15
Uman M.	O. S. K.	Feb. 16
Quinnabau	D. L. Co.	Feb. 17
Yatshing	J. M. Co.	Feb. 17
Kaga M.	N. Y. K.	Feb. 19
Hinsang	J. M. Co.	Feb. 19
Kumsang	J. M. Co.	Feb. 24
Banri M.	D. & Co.	Feb. 24
Tjitaoem	J. C. J. L.	Feb. 28
Totomi M.	N. Y. K.	Feb. 28
Tjimanook	J. C. J. L.	Mar. 1

itudinous control levers, the lack of weather protection, the comprehensive display of mechanism of the motor-cycle with the comfortable simplicity of the side-car, the skill and effort called for by the one with the delightful idleness encouraged by the other, and it is but natural that their choice is exercised in favour of the side-car combination.

WILLIAM C. JACK

A CO., LTD.

WHATEVER IS WORTH DOING IS
WORTH DOING WELLIs the motto of our Wanchai Workshops
They are equipped for:—General Engineering and Electrical Work
Electro silver and nickel Plating
Tinning, lacquering and Bronzing
Repair work of any description
And above all our prices are right and we can give prompt delivery

BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st January, 1920, as certified by the Managers of the respective Banks are:

Bank	Average Amount	Specie in Reserve
Chartered Bank of India, Australia and China	\$1,431,708	\$5,033,000
Hongkong and Shanghai Banking Corporation	\$16,335,161	17,000,000
Mercantile Bank of India, Limited	\$78,147	530,000
Total	\$17,744,916	\$22,563,000
* Sterling Securities deposited with the Crown Agents valued at \$423,000.		
† Securities with the Crown Agents £137,000.		

DON'T BE SCARED.

The Naval Authorities notify for public information that a considerable quantity of naval cordite will be burnt on Stonecutters Island on Monday next, 9th instant, commencing at about 7.30 p.m.

EXCHANGE.

SELLING.

T/T	5/10
Demand	5/10 1/4
30 d/s	5/10 3/4
60 d/s	5/10 1/2
4 m/s	5/10 1/2
T/T Shanghai	249 1/2
T/T Singapore	205 1/2
T/T India	219
Demand, India	219
T/T San Francisco & New York	100
T/T Java	262
T/T Marks	Nom.
T/T France	14.35
Demand, Paris	Nom.

BUYING.

4 m/s. L/C	6/14
4 m/s. D/P	6/12
4 m/s. L/C	6/1
30 d/s. Sydney and Melbourne	6/14
30 d/s. San Francisco & New York	101 3/4
4 m/s. Marks	Nom.
4 m/s. France	14.80
6 m/s. France	14.95
Demand, Germany	Nom.
Demand, New York	100 1/2
T/T Bombay	219
Demand, Bombay	219
T/T Calcutta	219
Demand, Calcutta	219
Demand, Manila	203
Demand, Singapore	249 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	3.35 Nom.
Gold leaf per Tael	32
Bar Silver, ready forward	Nom.

SUBSIDIARY COINS.

DISCOUNT PER \$100:

H'kong, 50 cent pieces	\$15 pm.
" 10 "	\$22 pm.
" 5 "	\$64 pm.
Ganton coins	\$7 1/4 pm.

CONSIGNEES.

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES

The Steamship "BENLEDI" From MIDDLEBRO, LOND & STRAITS.

Consignees of Cargo are hereby informed that all Goods are to be landed at their risk into Godowns of the Hongkong & Shanghai Wharf and Godown Ltd., whence and/or from wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the steamship must be presented to the Underwriter on or before the 12th inst. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in Godowns, where they will be examined on the 12th inst. 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Hongkong, 5th February, 1920.

WATER RETURN.

Level and Storage of water Reservoirs on February 1, 1920

Reservoir	Water Level	Storage
Victoria	104.5	100,000,000
Queen Elizabeth	104.5	100,000,000
Queen Mary	104.5	100,000,000
Queen Victoria	104.5	100,000,000
Queen Elizabeth	104.5	100,000,000
Queen Mary	104.5	100,000,000
Queen Victoria	104.5	100,000,000
Queen Elizabeth	104.5	100,000,000
Queen Mary	104.5	100,000,000
Queen Victoria	104.5	100,000,000

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Reservoir	Water Level	Storage
Victoria	104.5	100,000,000
Queen Elizabeth	104.5	100,000,000
Queen Mary	104.5	100,000,000
Queen Victoria	104.5	100,000,000
Queen Elizabeth	104.5	100,000,000
Queen Mary	104.5	100,000,000
Queen Victoria	104.5	100,000,000
Queen Elizabeth	104.5	100,000,000
Queen Mary	104.5	100,000,000
Queen Victoria	104.5	100,000,000

TOWELTON WATERWORKS LEVEL.

Reservoir	Water Level	Storage
Victoria	104.5	100,000,000
Queen Elizabeth	104.5	100,000,000
Queen Mary	104.5	100,000,000
Queen Victoria	104.5	100,000,000
Queen Elizabeth	104.5	100,000,000
Queen Mary	104.5	100,000,000
Queen Victoria	104.5	100,000,000
Queen Elizabeth	104.5	100,000,000
Queen Mary	104.5	100,000,000
Queen Victoria	104.5	100,000,000

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Queen Elizabeth	104.5	100,000,000
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Queen Victoria	104.5	100,000,000
Queen Elizabeth	104.5	100,000,000
Queen Mary	104.5	100,000,000
Queen Victoria	104.5	100,000,000

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Reservoir	Water Level	Storage
Victoria	104.5	100,000,000
Queen Elizabeth	104.5	100,000,000
Queen Mary	104.5	100,000,000
Queen Victoria		

THE NEXT WAR.

SIR LOUIS JACKSON'S FORECASTS.

In a paper on "The Possibilities of the Next War," read at the Royal United Service Institution recently Major-General Sir Louis Jackson suggested that there would be a return to open warfare. Mechanical transport would influence most deeply the tactics of the future. Gases which killed painlessly might be used. Air fighting would be enormously developed. The long rifle would be succeeded by a short carbine, and artillery would be much more mobile.

Lord Peel, Under-Secretary for War, presided and among those present were Field-Marshal Lord Methuen, Lieutenant-General Sir Herbert Miles, Major-General Sir Francis Bond, Major-General E. D. Swinton, Major-General W. H. Birkbeck, Sir R. H. Brade, Major-General E. C. Donald, and Colonel F. C. Stone.

Lord Peel said that the subject reached out into almost limitless fields of speculation. Sir Louis Jackson's record showed how eminently qualified he was to give his views on the subject. He had been in charge of offensive gas production, and afterwards Director of Trench Warfare and Supplies.

Major-General Sir Louis Jackson said his object was really to arouse controversy on certain points. It was quite clear that we were on the eve of the most extensive modifications in the art of war known to history, and the changes made in the recent war were only the beginning. It was necessary to develop new arms with the knowledge that the nation which best did so would have a great advantage in the next war. There were people who were crying for a reduction of armaments and who declared that another war was an impossibility just as six years ago they declared war with Germany was an impossibility. In future wars we should be exposed to much greater dangers than in the recent war. And Germany had not refrained from saying that she hoped for revenge some day.

He believed that one of the greatest developments in the art of war would be brought about in mechanical transport. The tank was a freak which had been called into existence by exceptional circumstances which were not likely to recur, and which if they did recur, could be dealt with by other means. The outstanding feature of the tanks had been that they had made mechanical transport independent of the roads. That was going to influence most deeply the tactics of the future. If the whole of the transport of an army was carried by vehicles with caterpillar wheels it would be independent of the roads. There would be no long columns of transport, but it could advance in open order on a broad front carrying guns, munitions, supplies, and men. At the same time, fast cars and motor cycles would be useful for sudden blows at long distances.

FUTURE OF GAS.

With regard to the use of gas in future wars, he said that there was no more reason to forbid its use than to forbid the use of rifles. There were gases which killed painlessly and it was easy to conceive of a case in which it would be more humane to use gas than explosive shells. That was especially the case with punitive expeditions. It might be possible to come to some agreement that no gas should be used which would cause unnecessary suffering. Commercial progress and prosperity in the 20th century would depend on chemistry, and chemical productions must have a great effect on all future warfare.

It was in the air that we were face to face with the problem of the future. It was in the air that we had had the most important advance in the art of war. We need not trouble ourselves yet with flying destroyers, or flying concrete forts, but in 20 years' time the Air Force Estimates might be the most important part of our preparations for war. Bombing and reconnaissance machines would be developed by commerce, for the machines used in commerce could easily be adapted for war purposes, and civilian pilots could be taken over with the machines. For fighting machines special types were required, and highly specialized military training was necessary for the personnel. For both machines and the men to man them, that is, flying must be a Government return to open warfare would probably be, that bombers would not have the same targets near the front of the armies and would secure better results by going farther afield and bombing the centres where munitions were manufactured, stores were accumulated, and troops were trained.

Dealing with the Air Force service, he pointed out that there was much room for simplification, and the open warfare of 1918 had led to the elimination of some forms of communication which had been used previously. Wireless telegraphy would be the principal means of communicating with aircraft and a development of the electrical listening posts used in trench warfare, a ground wireless system would become the standard means of communication between advanced infantry and the headquarters controlling them. He believed also that smoke and light signals, a pillar of cloud by day and a pillar of fire by night, would be used by troops to show the positions they had reached.

ARTILLERY CHANGES.

There had never been a war in which such an extreme variety of weapons had been employed. The long rifle had seen its day and should be replaced by a short carbine which would be accurate up to 500 yards. Each man should also carry a good dagger which might be made attachable to the carbine like a bayonet. He did not think the automatic pistol would survive, and he was not sure that the grenade would not also go, if they assumed that in future they would have open warfare. He was doubtful, too, whether the Stokes gun would survive. For our artillery we must be guided by the definite idea of the tactical possibilities of the future. If they might assume the full exploitation of mechanical transport greater mobility in artillery would be required in order that guns could keep up with the more rapid advance of the troops. The artillery must be of a character that it could be brought to the required position in the shortest possible time. Caterpillar traction should be employed, and if they were to allow for a daily advance of 12 miles the guns must be capable of an effective barrage up to 18,000 yards. He thought a short 4.2 gun with an accurate range of 12,000 yards and a long 4.2 gun with an accurate range of 20,000 yards might meet the requirements of the future.

The soldier of the future must be absolutely different from his predecessor. The days had gone by when initiative was considered not only unnecessary, but dangerous. In addition to his rifle, he should be able to handle a Lewis or machine-gun, and to help the artillery. He should know something of explosives, have a knowledge of fuses, understand signalling, and be capable of handling a ground wireless set. He should receive intensive training and really good instruction. The question of invasion being primarily a naval question was outside the scope of his paper, though the possibilities of attacking transports by aircraft carrying torpedoes might come within it. Six months before the war he was regarded as an alarmist because he spoke of the possibility of London being bombed. The Germans had made a mistake in using explosive instead of incendiary bombs. With the greater range of aircraft the position had become more dangerous for us, for we might be sure that every lesson had been learned from the failures as well as the successes of the last war. It was clearly impossible to provide anti-aircraft defences for all the large towns in this country, and they would have to rely for protection upon our air forces. London could not rely solely upon our fighting machines and a large

number of anti-aircraft guns with well-trained personnel would be required for the defence of London. The expense involved was in the nature of a necessary insurance.

The Chairman said that with regard to the use of gas, problems of ethics in war were extraordinarily difficult. When the whole life of a nation was pitted against the whole might of another nation it was almost incredible that one of those nations would not use a forbidden weapon if there was anything to be gained by its use. The argument, as we had seen was, "If we win it does not matter what other people say; if we lose, nothing matters." If the soldier of the future was to become as efficient as had been suggested, we should have to pay him more, and the numbers would consequently have to be reduced. He did not wish to deal with the much discussed question of the Air Force, but after what they had just heard he could not help thinking what a very modest sum the £15,000,000 they were allowing for it was. He believed the connexion between the different Services was going to be far greater than it had been in the past. The necessity for a General Staff which would combine the wisdom of the three great Services had forced itself to the front as a question which statesmen would have to deal with very soon.

ALCOHOL FROM COAL.

PROSPECT OF ABUNDANT LIQUID FUEL.

Middlesbrough, Dec. 16.—The extraction of alcohol from coal-oven gas on a commercial scale was proved to be possible at a meeting of Cleveland Institution of Engineers at Middlesbrough by Mr. Ernest Bury, of the Skinningrove Iron and Steel Works. In a paper read before the institution, Mr. Bury showed that at the Skinningrove Works he had succeeded in extracting ethylene alcohol and its derivatives.

The practical working of Mr. Bury's process at the Skinningrove Works, where 5,800 tons of coal are carbonized per week, has revealed an average yield of 1.6 gallons of alcohol per ton of coal carbonized, and as the total weight of the coal which was reduced to coke in this country in 1918 was 14,635,000 tons, the application of this process to the whole of this coal would yield, according to Mr. Bury's calculation, 23,416,640 gallons, the value of which would be £2,341,664. Having regard to the scarcity of liquid fuel, that in itself is important. Mr. Bury further pointed out that the recovery of the alcohol at the gasworks of the country would yield a further 27,000,000 gallons or, taking alcohol and benzol together, the total quantity of liquid fuel available from extraction through the carbonizing of coal would be 114,000,000 gallons, to meet the country's present total requirement of 160,000,000 gallons per annum.

The process of extraction by contact with sulphuric acid is not a new discovery, but Mr. Bury has been the first to show its commercial practicability. His principal discovery is that the best results are achieved at a temperature of 60deg. to 80deg. Centigrade, and in his process he has carried the utilization of heat from the coke-oven, plant to the utmost limit. Ether, chloroform, iodoform, acetic acid, and acetone are among the derivatives he has obtained from this coke-oven gas after the benzol has been extracted and at the meeting at which these results were disclosed some of the foremost metallurgists of the day, including Mr. J. E. Stead, paid tribute to the brilliant research.

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SPORTING TIT-BITS.

Steve Bloomers tips Sunderland as one of the finalists for the English Cup.

£8000 is said to have been paid this season by Northern Rugby Union clubs for players.

Colin Vetch, Newcastle United, has just recovered from pneumonia, and is in training again.

There was a big gamble in tickets for the Carpenter-Beckett fight, as much as £50 being paid for a seat.

Kent C.C.C. had a loss of £158 on last season, due to the expenditure of £549 on the Colin Blythe memorial.

Kent cricketers will meet all the other first-class counties during the coming season except Derbyshire and Somerset.

What Rugby Wales is most in need of at present is a scrum half. E. Caswell, late of Cardiff, was to have been the man, but he has gone to the Northern Union.

Some say that it is swollen head that is keeping Inman out of the championship tournament; others that it is cold feet, brought about by some recent events and doings of the younger school.

It is interesting to note that the Royal Liverpool Golf Club professional at Hoylake, Jack Morris, was the guest of the club at their annual dinner. He has been the club's professional since its inception fifty years ago.

In the Lancashire Cricket Club report, the two-days' county matches of last season are referred to as a successful innovation. Notwithstanding the success, Lancashire now support the bringing back or three days' engagements.

H. W. Stevenson is of opinion that the billiards champion, no matter who he be, ought to play right through the championship competition just like the others. Why should he not? is a question most people are asking. They cannot understand Inman's position.

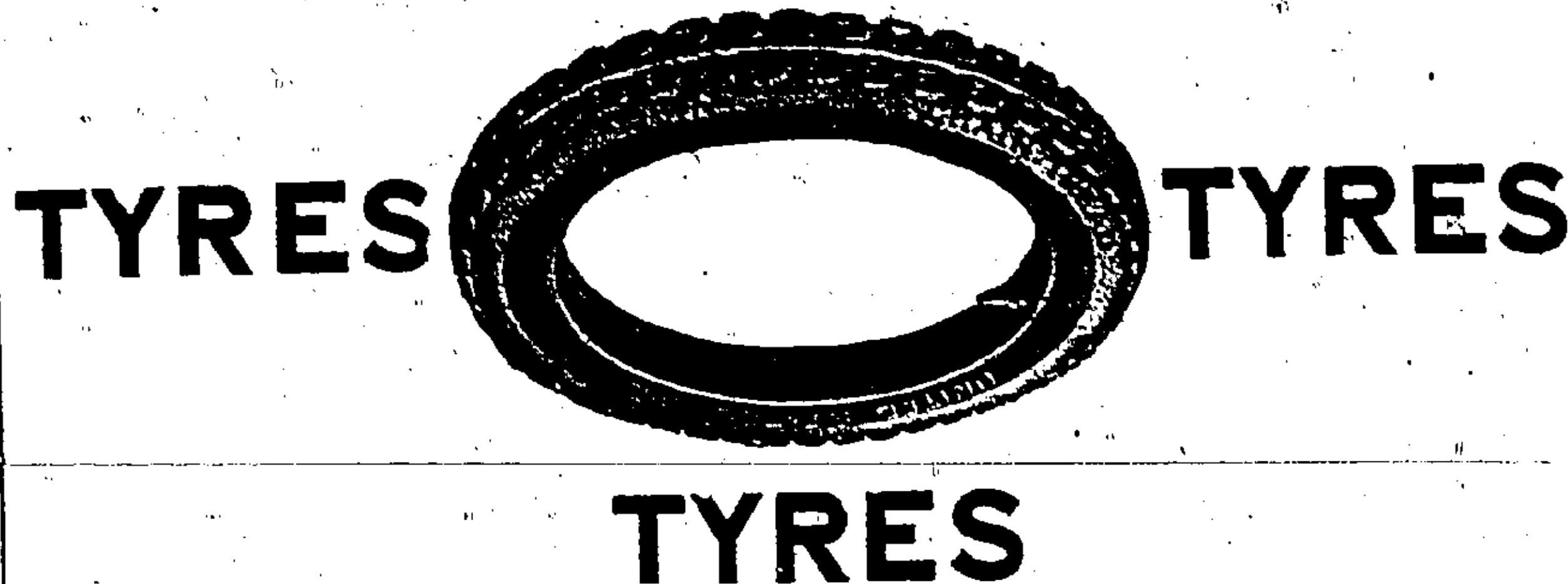
Major David Davies, M.P., the Welsh millionaire, is financing a scheme to provide indoor and outdoor games and recreation in every town and village throughout his constituency. Montgomeryshire, Boxing and dancing classes are to be included.

J. A. Young (Loretto and Edinburgh Wanderers), who was in the Edinburgh Inter-City side, was the subaltern officer of the ill-fated battalion of the Royal Scots which was smashed in the Gretna disaster. He was badly injured in the affair, but was patched up, and eventually got to the front.

A special appeal has been made by the Minister of Labour to 1500 golf clubs throughout the country, on behalf of disabled ex-service men. The total number of men in receipt of disability pensions is, at the present moment, very near £800,000, and although nearly seven-eighths of that number have been absorbed in industry, there still remains a very difficult problem of placing in unemployment the out-standing 100,000. It is pointed out that golf clubs appear to offer unique opportunities for the employment of such men under the national scheme as caddies, &c.

A track expert remarked recently that last summer A. T. Sloan "was doing three inside eleven." This technical phraseology translated into ordinary language implies that Sloan is fast, for these track men are astute people, and will not give the ordinary Rugby sprinting man credit for eleven seconds unless they get him under a dog-watch, a few-tested chronometer, or some other gauge regulated to the calculation of human propulsion to sixtieths of a second of time and molecules of an inch of space. If they give Sloan a certificate for "three inside," it is quite safe to say that he is fast.

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TYRES TUBES

H.K. \$

28"	x	3	22.10	6.15
30"	x	3	24.25	7.40
30"	x	3 1/2	31.50	8.20
31"	x	4	43.70	9.75
32"	x	3 1/2	36.40	9.65
32"	x	4	50.60	11.10
33"	x	4	53.20	13.30
34"	x	4	54.40	14.00

TYRES TUBES

H.K. \$

34"	x	4 1/2	72.30	15.95
35"	x	4	60.00	—
35"	x	4 1/2	75.50	16.45
36"	x	4 1/2	76.60	16.95
765	x	105	47.35	—
815	x	105	49.45	14.40
880	x	120	66.90	17.15

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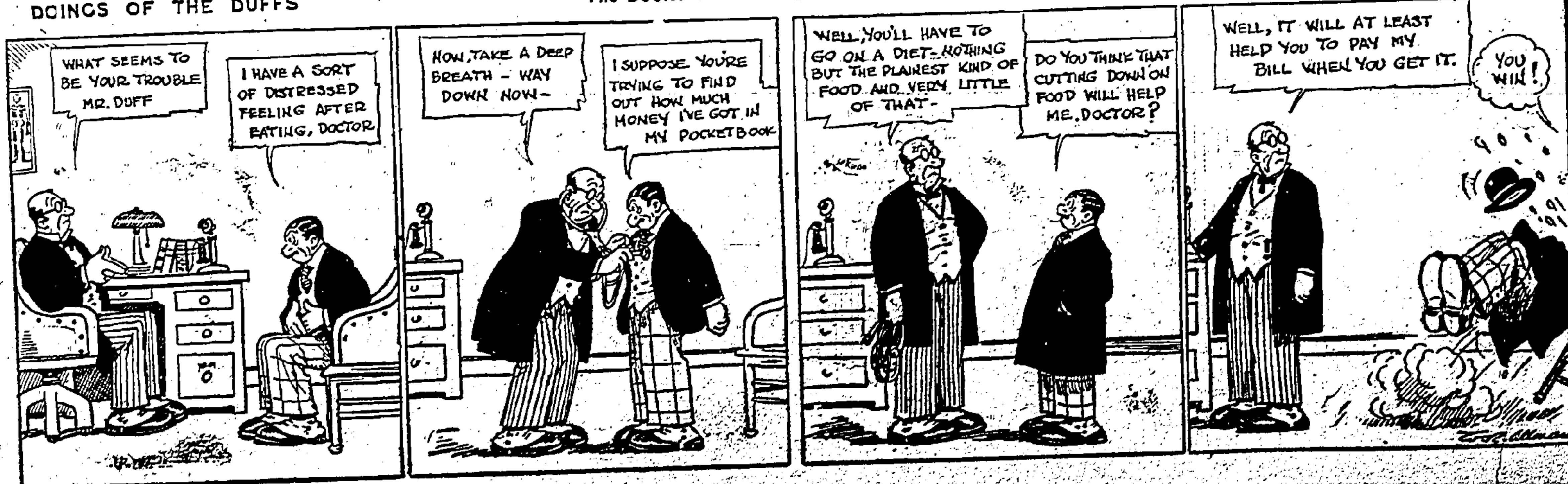
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BY ALLMAN.

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The Doctor Was Making it Easy For Tom—



PICTORIAL SUPPLEMENT.



Miss Marie Tempest



Miss Doris Gilman

Who will shortly appear at the Theatre Royal.



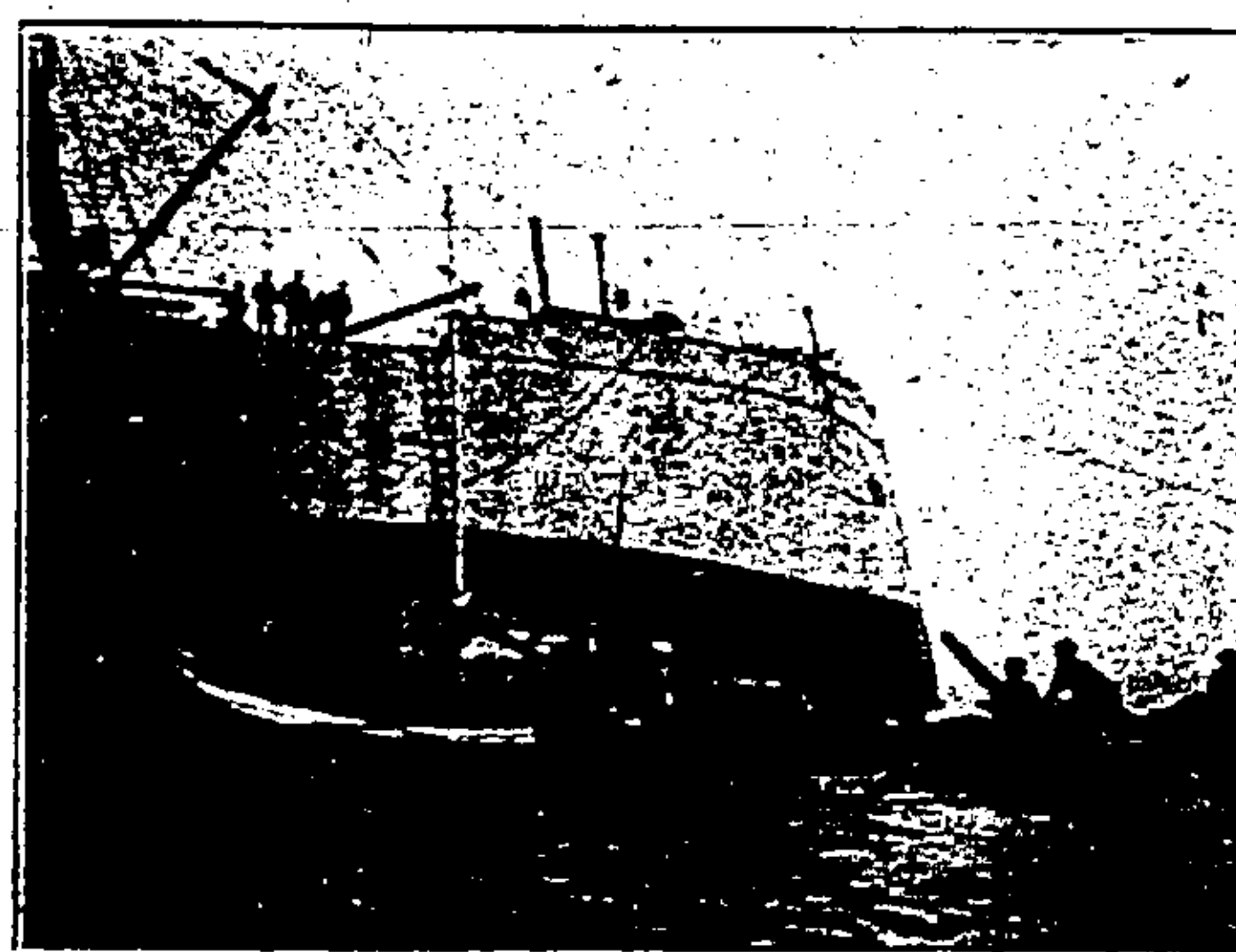
Mr. W. Graham Browne



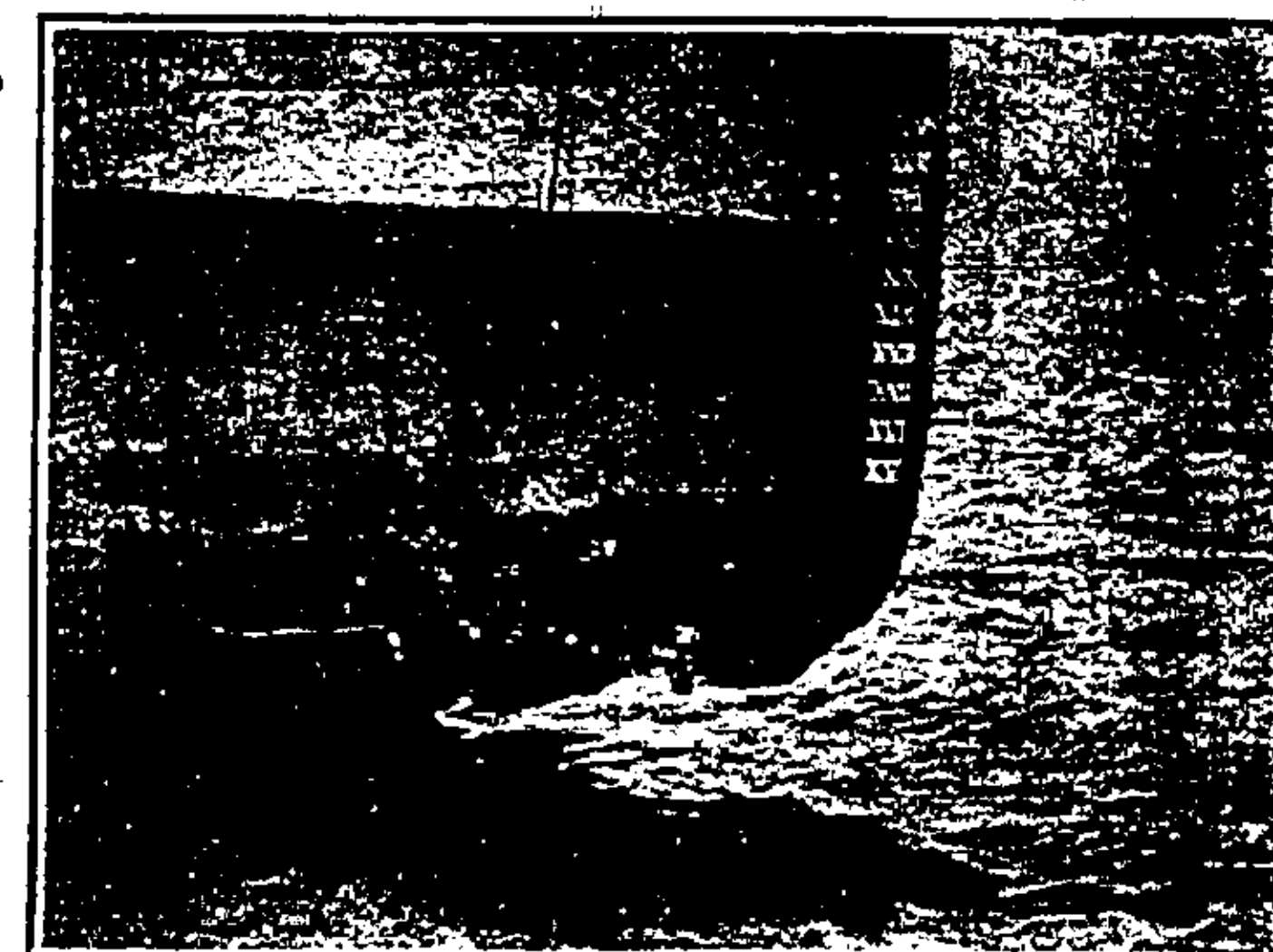
The Right Rev. the Bishop of Victoria,
who is shortly resigning the Bishopric.



"D" Coy. Wilts Regiment, winners of the Regimental Football Shield.



The s.s. Hong Wan I. ashore near Amoy.



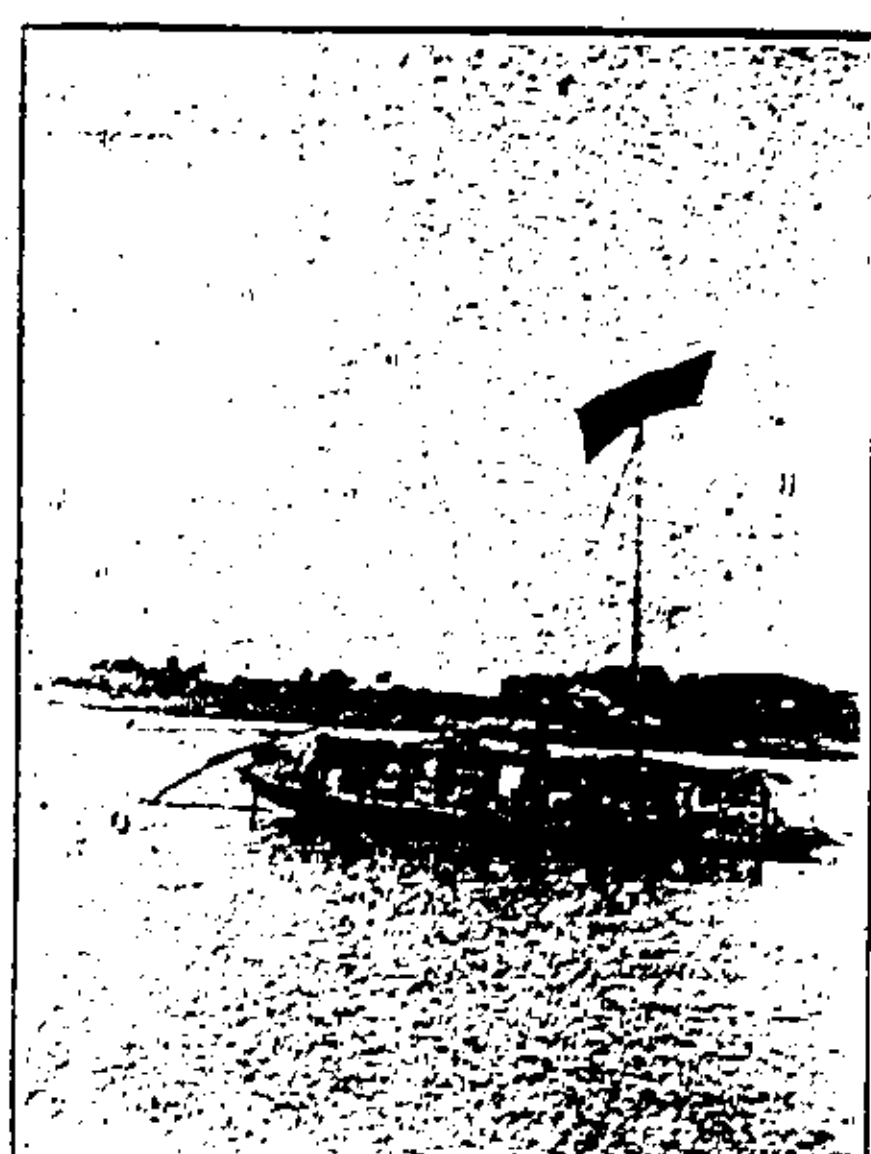
This picture shows the damage sustained by the
s.s. Hong Wan I. when she went ashore.

FROM CANTON TO SHUI CHOW-FU (NORTH RIVER). *Photos by F. A. Perry, British American Tobacco Co. (China), Ltd.*

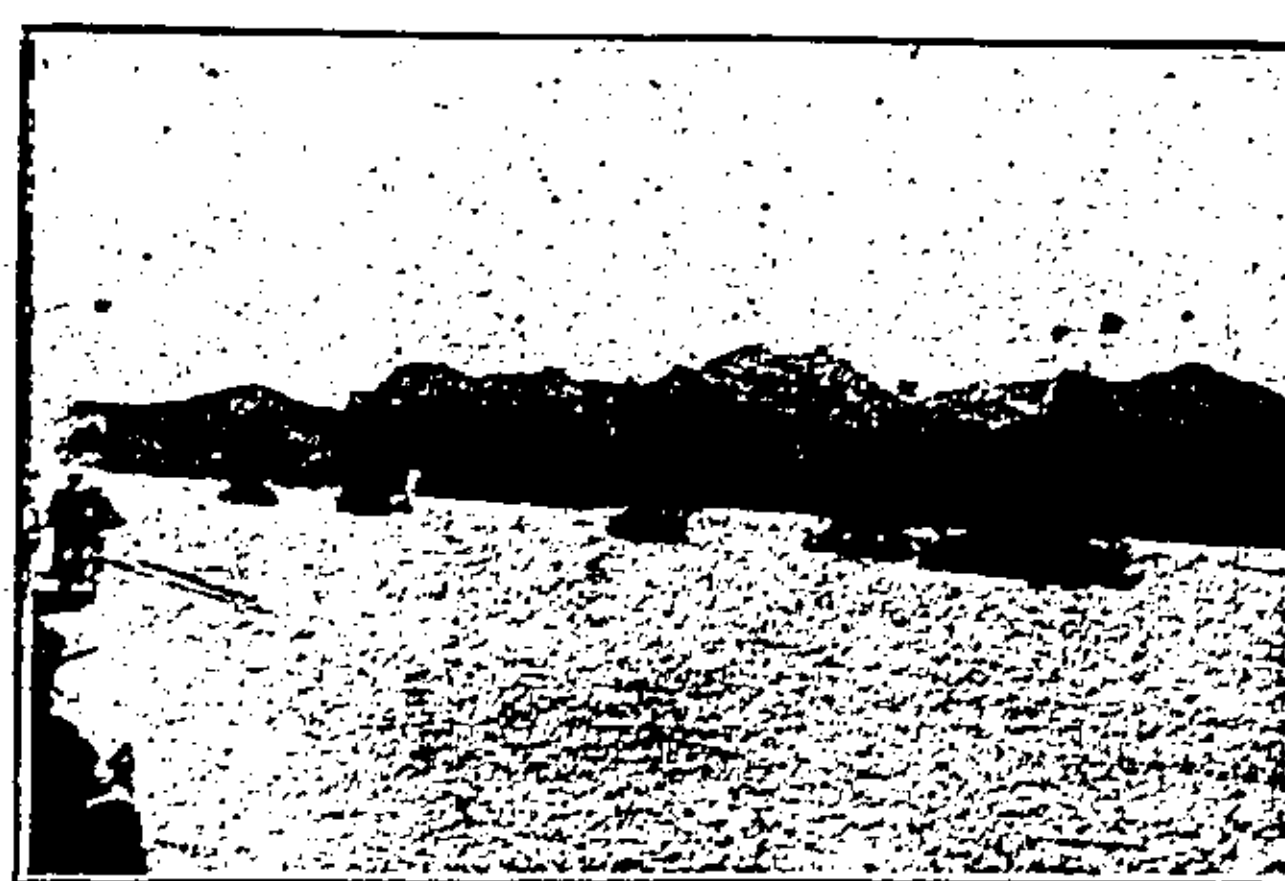
THE OLD WAY: PHOTOS TAKEN 12 YEARS AGO.



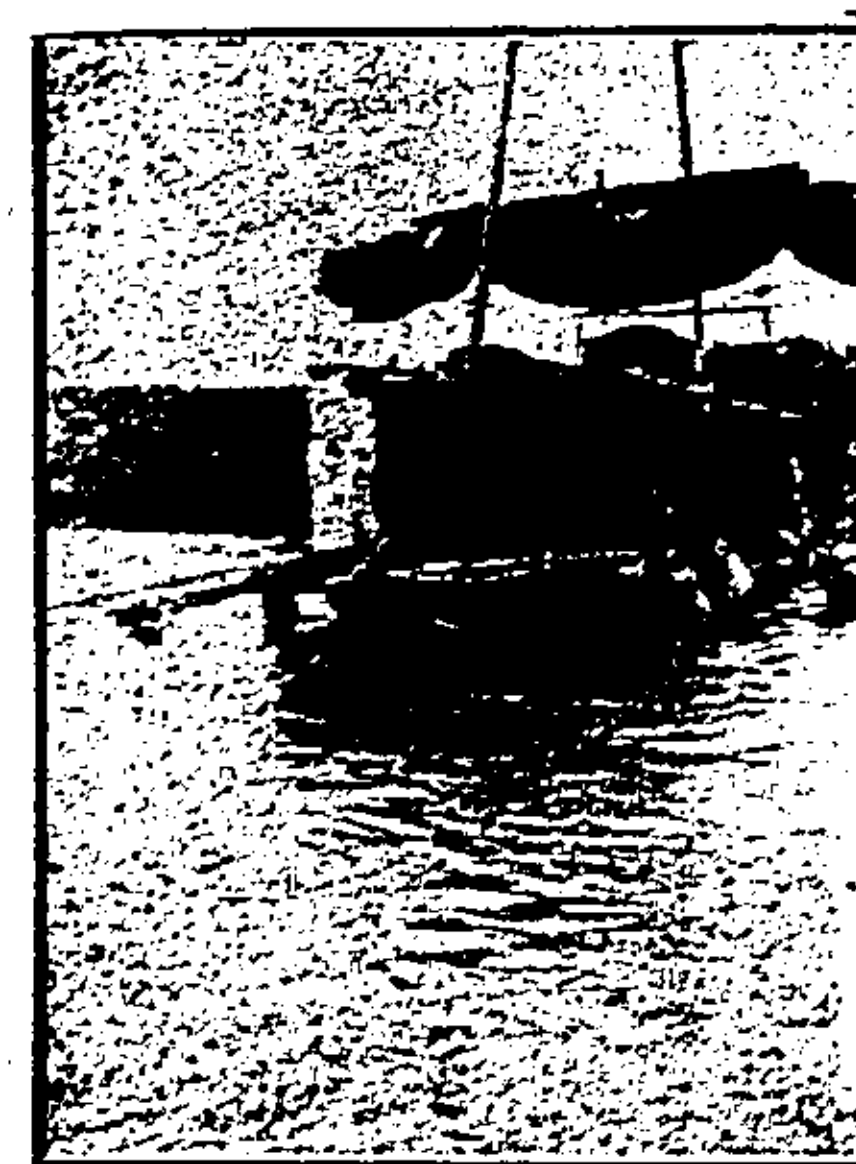
The rapids between Lok Tsang
and Ping Shek.



A Shui Chow boat.



Nain Hung boats under way.



Native boat aground on a sandbank.



A gorge on the North River.

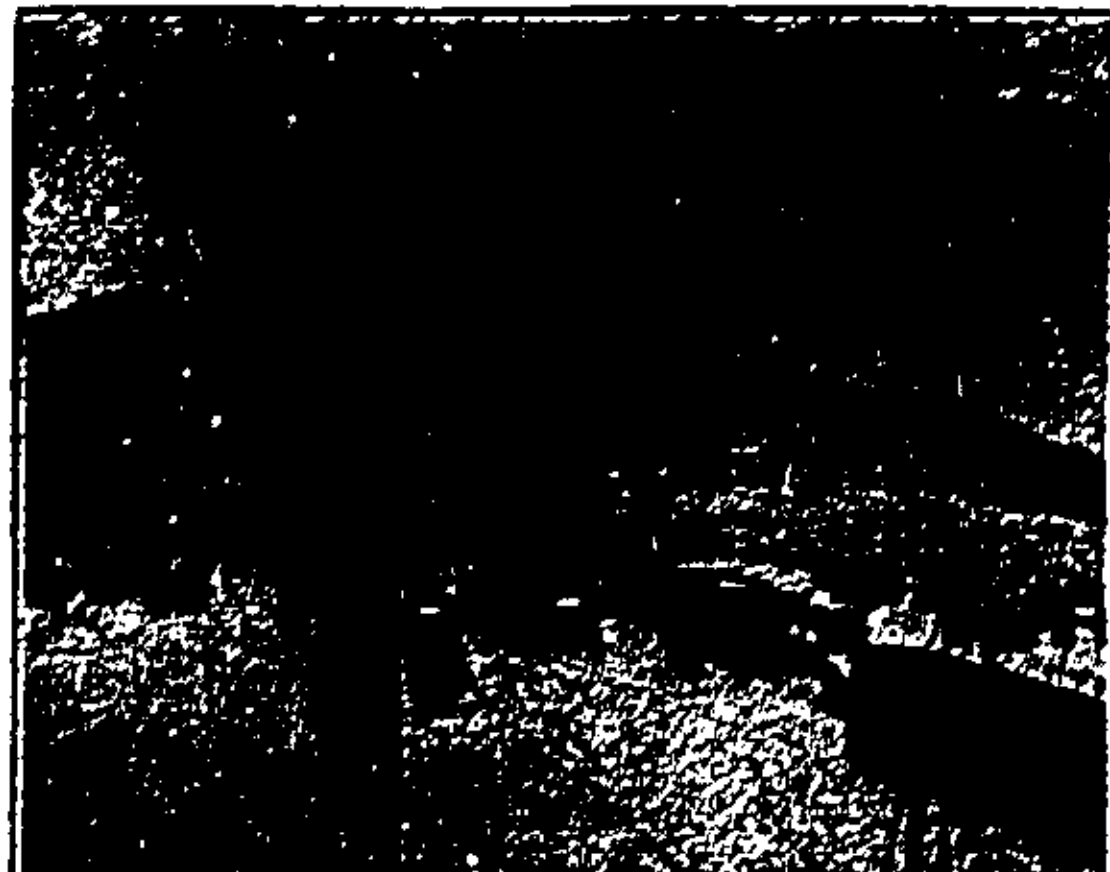
THE NEW WAY: PHOTOS TAKEN 12 DAYS AGO.



Shui Chow-fu Railway Station, the pre-
sent railhead; 139 miles from Canton.



Coal depot and water tank at Shui Chow.



North River at Shui Chow, showing the piers in
the background ready for the railway bridge.



Hawker boys at Lin Kong Station.



Bridge of boats at Shui Chow, leading
from the Station to the City.

WESTMINSTER TURKISH "SPECIALS"



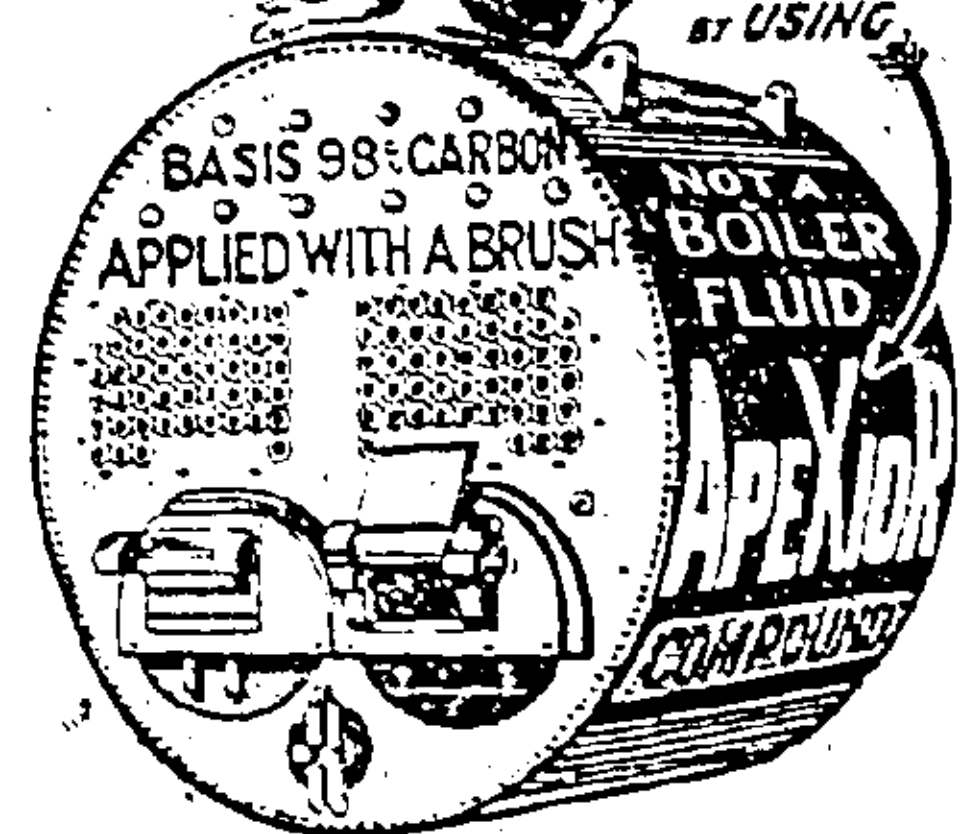
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London

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Line, Nippon Yusen Kaisha, and practically all important Steam-
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BYNIN AMARA.

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Laces, Swatow Drawn-thread Work, Embroideries,
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CONSIGNEES.

NOTICE TO CONSIGNEES.

PRINCE LINE FAR EAST
SERVICE.

From NEW YORK

The Steamship

"MOORISH PRINCE"

Having arrived, from the above
Ports, Consignees of Cargo are
hereby informed that their goods
are being landed at their risk into
the Godowns of the Hongkong
and Kowloon Wharf and Godown
Company, Limited, Kowloon,
and stored at Consignees risk and
expense.

Consignees of cargo are hereby
notified that they must produce
an Import permit signed by the
Superintendent of Imports and
Exports Hongkong, before Bills
of Lading can be countersigned.
All broken, chafed and damaged
goods are to be left in the God-
downs, where they will be ex-
amined on Monday, 9th inst. at
10 a.m.

All claims must be presented
within fifteen days of the steam-
er's arrival here, after which date
they cannot be recognized.
No claims will be admitted after
the goods have left the Godowns,
and all Goods remaining unde-
livered after the 10th inst. will be
subject to rent.

No Fire Insurance has been
effected.
Bills of Lading will be counter-
signed by

SHEWAN TOMES & CO.

Agents.

Hongkong, 3rd February, 1920.

NOTICE TO CONSIGNEES

THE STEAMSHIP

"ST. ANDREW"

From NEW YORK.

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the God-
downs of the Hongkong and Kow-
loon Wharf and Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.
Optional Cargo will be forward-
ed unless notice to the contrary
be given before.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining unde-
livered after the 10th inst. will be
subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 20th inst.
or they will not be recognized.

All broken, chafed, and dam-
aged Goods are to be left in the
Godowns, where they will be ex-
amined on the 6th inst. at 10 a.m.
by Goddard & Douglas.

No Fire Insurance has been
effected.
Bills of Lading will be counter-
signed by

DODWELL & CO. LTD.

Agents.

Hongkong, 3rd January, 1920.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP MIDDLESBRO,
LONDON AND STRAITS.

CONSIGNEES of Cargo are
hereby informed that all Goods
are being landed at their risk into
the hazardous and/or extra haz-
ardous Godowns of the Hongkong
and Kowloon Wharf and God-
downs Co. Ltd., whence and/or
from the wharves delivery may be
obtained.

No claims will be admitted
after the Goods have left the God-
downs, and all Goods remaining
undelivered after the 9th inst.
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 16th inst.,
or they will not be recognized.

All broken, chafed, and dam-
aged Goods are to be left in the
Godowns, where they will be
examined on the 9th inst. at 11
a.m.

No Fire Insurance has been
effected.
Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 2nd February, 1920.

NOTICE.

Yorkshire Insurance Co.
Limited.

ESTABLISHED 1864.

The Undersigned AGENTS
for the above Company are
prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.
AGENTS.

PEAK TRAMWAYS CO. LTD.

TIME TABLE	WEEK DAYS.	Every 15 min.
7.00 a.m.	to 5.00 a.m.	15 min.
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NOTICES.



A NEW SHIPMENT HAS JUST ARRIVED.

In Packets of
10 & 20 Cigarettes and Airtight
Tins of 50 Cigarettes.

OBTAINABLE AT ALL STORES.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES

Banks.	
H.K. & S. Banks s.	\$510
Marine Insurances.	
Cantons n.	380
North Chinas n.	t. 160
Unions s.	180
Yangtzes n.	250
Far Easterns n.	t. 19
Fire Insurances.	
China Fires n.	138
H. K. Fires n.	390
Shipping.	
Douglases s.	89
H.K. Steamboats b.	201 1/2
Indos (Pref.) n.	20
Indos (Def.) b. 210 L'don Register	
Shells b. 260 - s. 270 -	
Ferries s.	29
Refineries.	
Sugars n.	201
Malabona s. cum div. 47	
Mining.	
Kailans s.	140/-
Langkats n.	t. 14
Shanghai Loans n.	t. 14
Shai Explorations n.	t. 14
Raubs n.	1
Tronohs b.	40/-
Ural Caspians n.	30/-
Docks, Wharves, Godowns, &c.	
H.K. Wharves b. ex div. 80 1/2	
K. Docks b. 145 s. 150	
Shai Docks n.	t. 105
N. Engineering b.	t. 28
Lands, Hotels & Buildings.	
Centrals s.	108
H.K. Hotels n.	115
L. Invest. n.	109 1/2
H. Phreys Est. n.	7 1/2
K'loon Lands n.	50
L. Reclamations n.	133
West Points n.	58
Cotton Mills.	
Ewoe n.	t. 460
Kung Yiks n.	t. 46
Lau Kung Mows n.	t. 300
Oriental n.	t. 290
Shai Cottons n.	t. 315
Yangtzepeeps b. ex div. t. 32	
Miscellaneous.	
Cements n.	6 1/2
China Borneos b.	17
Do. Light old sa. 7 new b. 5	
China Providents n.	7.70
Dairy Farms b. 20 s. 22	
Electric H. K. n.	88
Electric Macao sa.	32
Hongkong Ropes s.	27
Hk. Tramways s.	7 1/2
Peak Trams, old s.	7
Do. new n.	80 cts.
Steam Laundries b.	3 1/2
Steel Foundries n.	10
Water-boats b.	11 1/2
Watsons n.	5 1/2
Wm. Powells b.	12
Wisemans ba	27 1/2

Hongkong, Feb. 7, 1920.

NOTICE.

UNION WATERBOAT
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.—
The Fifteenth Annual General Meeting of Shareholders will be held in the offices of Messrs. Dodwell & Co., Limited on Monday the 9th February 1920 at 11 a.m. for the purpose of receiving the report of the General Managers together with a statement of accounts to 31st December 1919.

The Transfer Books of the Company will be closed from the 2nd to 9th February 1920 both dates inclusive.

DODWELL & CO., LTD.
General Managers.
Hongkong, 27th January, 1920.

ST. JOSEPH'S CHURCH, GARDEN ROAD.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

FIRST CHURCH OF CHRIST SCIENTIST.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m.

NOTICE.



MITSUBISHI SHOI
KAISHA, LTD.

(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF
TAISHAN, OCHI, MUTSU, KINISAKI,
YOSHINOTANI, NIOU, NAMAZUTA, SATO,
SHINKEI, KANADA, KAMAYAMA, SHIRAI
and OYUSAKI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSINGTAO, TSIENANFU, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

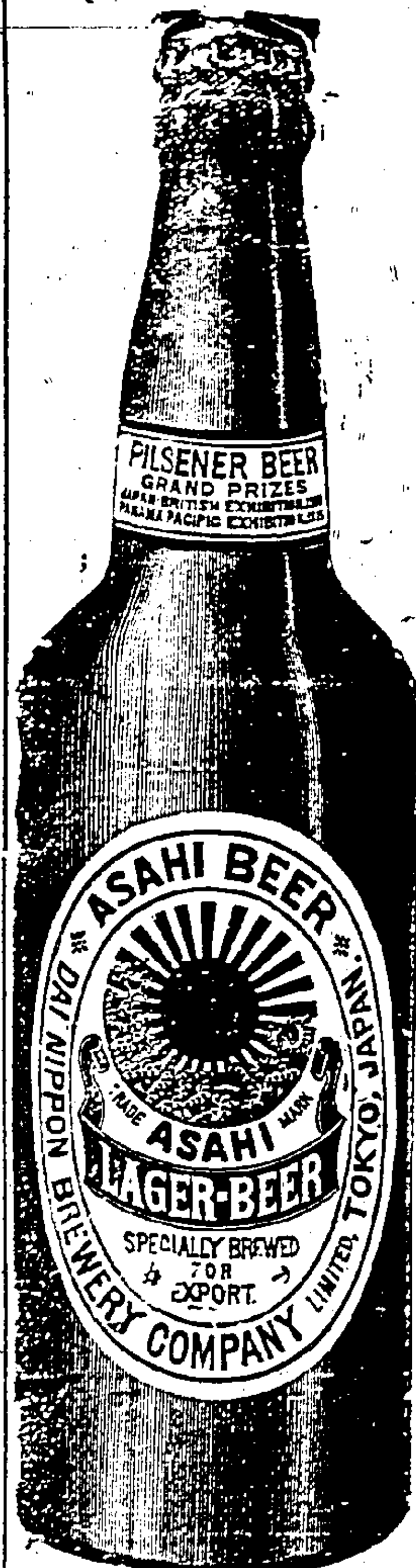
Cable Address:—"IWASAKISA,"
Codes:—A1, A.B.C. 5TH ED.,
Western Union and Bentley.

AGENCY FOR:—THE MITSUBISHI MARINE AND FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—
S. SAYEKI, Manager.

No. 14, Pedder Street, Hongkong.

ASAHI BEER



SOLE AGENTS
Mitsui Bussan Kaisha.

HOTELS.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

ENTERTAINMENTS.

THE
VICTORIA

TO-NIGHT! TO-NIGHT!!
at 2.15, 5 and 9.15 p.m.

"MORAL SUICIDE"
THE FILM THAT WILL KEEP YOU
THINKING AND TALKING.

SUNDAY'S MATINEE:
BERIHA KALICH
IN
"AMBITION."

THE
CORONET

TO-NIGHT at 2.30 5.15, & 9.15 p.m.
George Pearson and T. A. Welsh
present
Bruce Bairnsfather and Arthur Eliot's
World Renowned play,
"THE BETTER 'OLE."
Usual Prices. Booking at the Theatre.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,

J. H. TAGGART,
Manager.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT,
THE PREMIER HOTEL, FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL,
(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

THE CARLTON HOTEL.
(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.
Under American Management.
Nice and quiet yet only a few minutes' walk from the Banks and Central District. 43 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress.
Hotel Launch Meets all Steamers.
Telephone 812. MRS F. E. CAMERON.

KINGSCLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

Printed and Published for the Proprietor, by Alfred Marley
at 11, Ice House Street, in the City of Victoria, Hongkong.

POST OFFICE.

The insured parcel post service to the province of Szechuen is suspended until further notice.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits—Per TAJIMA M., 8th Feb.
Japan & Shanghai—Per KAMO M., 9th Feb.
Straits—Per TAKADA, 9th Feb.
Shanghai & North China—Per SUNNING, 9th Feb.
Europe via Negapatnam—Per KASHMIR, 9th Feb.

OUTWARD MAILS.

TO-MORROW.
Macao—Per SUI AN, 8th Feb., 8.15 a.m.
Swatow, Amoy & Formosa via Keelung—Per KAIJO M., 8th Feb., 9 a.m.
Shanghai & North China—Per YINGCHOW, 8th Feb., 9 a.m.
Fort Bayard—Per CHUEN ON, 8th Feb., 9 a.m.
Japan via Moji—Per BORNEO MARU, 8th Feb., 9 a.m.

MONDAY, 9TH FEBRUARY.
Macao—Per SUI AN, 9th Feb., 9.15 a.m.
Swatow and Bangkok—Per CHANGCHOW, 9th Feb., 11 a.m.

Straits and Enrope via Suez—Per SAINT FRANCIS, 9th Feb., 11 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per AGAPENOR, 9th Feb., Reg. 12.45 p.m. Letters 2.30 p.m.

The Parcel Mail will be closed on Saturday, 7th Feb., at 5 p.m.

Macao—Per CHUNCHOW, 9th Feb., 4.15 p.m.

TUESDAY, 10TH FEBRUARY.

Macao—Per SUI TAI, 10th Feb., 8.15 a.m.

Shanghai, North China & Japan via Moji—Per KASHMIR, 10th Feb., 9 a.m.

Shanghai and North China—Per ICHANG, 10th Feb., 10 a.m.

Straits, Bangkok, Ceylon, Mauritius, S. Africa, L. Marques, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—Per KAMO MARU, 10th Feb., Reg. 9.45 a.m. Letters 10.30 a.m.

Swatow, Amoy & Foochow—Per HAIHONG, 10th Feb., noon.
Straits, Bangkok, India via Calcutta and Aden—Per FOOK-SANG, 10th Feb., 2 p.m.
Macao—Per CHUNCHOW, 10th Feb., 4.15 p.m.

WEDNESDAY, 11TH FEBRUARY.

Macao—Per SUI AN, 11th Feb., 8.15 a.m.

Philippine Is.—Per TAMING, 11th Feb., 2 p.m.

Macao—Per CHUNCHOW, 11th Feb., 4.15 p.m.

THURSDAY, 12TH FEBRUARY.

Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 12th Feb., 8 a.m.

Macao—Per SUI TAI, 12th Feb., 8.15 a.m.

Shanghai and North China—Per SUNNING, 12th Feb., 11 a.m.

Macao—Per CHUNCHOW, 12th Feb., 4.15 p.m.

FRIDAY, 13TH FEBRUARY.

Macao—Per SUI AN, 13th Feb., 8.15 a.m.

Swatow, Amoy & Foochow—Per HAICHING, 13th Feb., noon.

Philippine Islands—Per YUEN-SANG, 13th Feb., 2 p.m.

Macao—Per CHUNCHOW, 13th Feb., 4.15 p.m.

SATURDAY, 14TH FEBRUARY.

Macao—Per SUI TAI, 15th Feb., 1.15 p.m.

Macao—Per CHUNCHOW, 15th Feb., 4.15 p.m.

Shanghai and North China—Per CHENAN, 14th Feb., 5 p.m.

SUNDAY, 15TH FEBRUARY.

Macao—Per SUI AN, 15th Feb., 8.15 a.m.

TUESDAY, 17TH FEBRUARY.

Swatow, Amoy and Foochow—Per QUINNEBAUG, 17th Feb., 11 a.m.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, HONGKONG.—8th February, 1920. Sexagesima. Holy Communion (7.50 a.m.) Service: Merbecke. Hymns: 208, 162, 323, 558 and 551. Matins (11 a.m.) Responses: Ferial. Venite: Hayes. Psalm: Turtin (29th morning). Te Deum: Barnby. Turtin and Turtin (13th evening). Benedictus: Matthews (6th morning). Hymns: 172, 290. Sevenfold Amen. N.B.—Psalm 139, verses 1, 6, 11, 13 in unison. verses 19 and 23 to be omitted. Hymns 172, verses 1, 3 and 7 in unison. Hymns 290, verses 1 and 6 in unison. Litany (12 noon). Evensong (6 p.m.) Responses: Ferial. Psalms: Goss and Foster (5th morning). Middle Voluntary: Andantino in E. minor. Rheinberger. Magnificat: Barnby (18th morning). Nunc Dimittis: Kelway (3rd morning). Hymns: 193, 334 and 185. Sevenfold Amen. N.B.—Psalm 23, verses 1, 2, 10 and 21 in unison. Psalm 26, verses 1, 7 and G.P. in unison. Hymn 193 verse 1 in unison. Hymn 334, verse 3 in unison. Hymn 186, verses 1 and 5 in unison.

UNION CHURCH KENNEDY ROAD.—Sunday Services Feb. 8th. Morning at 11 a.m. Hymns: 377, 569, 289, 293. Psalm 20. Evening at 6 p.m. Hymns: 361, 228, 399, 50. Preacher: Rev. J. Kirk Macconachie.

WESLEYAN METHODIST CHURCH WANCHAI.—Sunday Feb. 8th. Morning 10.15 a.m. Evening service at 6 p.m.

ST. PETER'S CHURCH, WEST POINT.—Sunday, Feb. 8th 1920. 8 a.m. Holy Communion 11 a.m. Morning Prayer, and Sermon.

PEAK CHURCH.—Holy Communion at 8.15 a.m.

THE GOSPEL HALL.—(No. 10 and 12 Pedder Street). Weekly Services.—Sunday. Breaking of Bread, 11 a.m. Gospel Meeting, 8 p.m. Tuesday, Exposition of Scripture, 8 p.m. Thursday, Bible Class, 8 p.m. Friday, Bible Class for Ladies, 5.30 p.m. Saturday, Prayer Meeting, 8 p.m.

ROMAN CATHOLIC CATHEDRAL GLENELLY.—Low Masses at 6.7 and 9.30 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

SOLDIERS' AND SAILORS' HOME ARSENAL STREET.—Sunday Evening, Gospel Services p.m.